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A Historical Survey Of The Town Of Walkerville Ontario, 1858-1922, Including An Evaluation Of The Influence Of Hiram Walker And His Sons In The Growth And Development Of The Town Until 1922

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A HISTORICAL SURVEY OF THE TOWN OF WALKERVILLE
ONTARIO, 1858-1922, INCLUDING AN EVALUATION OF
THE INFLUENCE OF HIRAM WALKER AND HIS SONS ON
THE GROWTH AND DEVELOPMENT OF THE TOWN UNTIL
1922

Submitted to the Department of History of the
University of Windsor in Partial Fulfillment
of the Requirements for the Degree of Master
of Arts

by

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UNIVERSITY OF WINDSOR
FACULTY OF GRADUATE STUDIES

Faculty of Graduate Studies

1964.

Approved by: _____

79 Boland CSB

~~Mr~~ Marshall GSB

R. A. Gelling

problems of the fledgling municipality and two outstanding
events in Walkerville's history. The chapter termi-
nates with the death of Hiram Walker.

ABSTRACT

This monograph has a two-fold objective. Fundamen-
tally it is a historical inquiry of a general nature into
the origins and growth of the former Town of Walkerville
which was amalgamated into the present City of Windsor in
1935. Secondly, it is an attempt to assess the influence
of Hiram Walker, from whom Walkerville derived its name, and
his sons, in the evolution and ultimate development of the
town from a sparsely populated settlement to a flourishing
industrial enterprise.

The first chapter provides a brief biographical
sketch of Hiram Walker as a youth and Detroit businessman
and suggests the factors which led him to Canadian soil in
1856. A portrait of the infant post-office village of Walk-
erville is presented in Chapter Two.

The period 1880-1915 was one of tremendous import
to Walkerville. The advent of transportation facilities,
the ensuing influx of industry, both the result of Hiram
Walker's initiative, transformed the small village into a
bustling industrial complex. This transition is depicted
in Chapter Three.

In 1890 the unincorporated village of Walkerville
attained town status. Chapter Four posits the reasons for
this development. Consideration is also given to the

problems of the fledgling municipality and two outstanding events in Walkerville's social history. The chapter terminates with the death of Hiram Walker.

The fifth chapter provides a brief history of Walkerville institutions and landmarks including schools, churches, the library, and Willistead, the residence of E. C. Walker. The sixth and final chapter traces the additional territorial expansion of Walkerville which took place in 1922. Then, in retrogression, the street-development of the town is studied at various intervals. The decline of the Walker influence and conclusions complete the subject matter of chapter six.

and without the assistance of various friends and relatives who have been most helpful in the preparation of this manuscript, I cannot claim that this work is not indebted to the author.

In the course of this work, I am to the authors who have been most helpful in the preparation of this manuscript, and I am to the benefit of their criticism, I remain eternally indebted to the Rev. F. J. Folsom, C.S.B., Ph.D., Assistant Professor of History, whose counsel and toil on my behalf were fundamental in the successful completion of this work.

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I am most grateful to the Rev. F. J. Folsom, C.S.B., Ph.D., Assistant Professor and Head of the Department of History, for his suggestions, suggestions and encouragement which have been of great value to me. The collaborative effort of F. J. Folsom, C.S.B., Ph.D., Assistant Professor of History, whose counsel and toil on my behalf were fundamental in the successful completion of this work.

Department of Sociology and Anthropology were extremely valuable to me in the preparation of this manuscript.

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I am forever grateful to Mr. F. J. Boland, Ph.D.,

In the compilation of a monograph on local history, one of the major difficulties encountered by the author is the amassing of adequate source materials. Frequently, anticipated repositories of material, such as national and provincial archives prove somewhat deficient for the student of local history. Instead, he is dependent on local archives, municipal institutions and even private householders for precious source materials. This study has proven no exception and without the splendid co-operation of numerous individuals, it would have been an impossible task. To those persons who may go unacknowledged, I assure them that they are not unvalued by the author.

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The firm of Hiram Walker-Gooderham and Worts were most helpful not only in permitting me to use their archives, but in the reproduction of many of the maps contained in the manuscript. Mr. Allen Douglas, curator of the Hiram Walker Historical Museum and his assistant Mrs. Francis gave unstintingly of their time and effort on my behalf. I owe a debt of gratitude to Mr. Babcock, the curator of the Burton Historical Collection, Detroit Public Library for his encouragement and advice and to his staff for their excellent co-operation. I am also grateful to the library staff of the University of Windsor for their generous assistance. My particular gratitude must go to librarians Mrs. McGaffey and Miss Magee for their interest and aid.

To the staffs of the Essex County Registry Office, the Carnegie and Willistead branches of the Windsor Public Library, to Miss Sandra Guillaume of the Ontario Archives,

the staff of the Toronto General Library, and the many clergymen and officials of the churches and church archives which I visited in my researches must go my gratitude. I am most grateful to private citizens such as Mr. R. L. Daniels and Mr. H. J. Shuttleworth for their interest and help in this project.

Naturally, any errors or omissions in content or style remain my sole responsibility.

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CHAPTER I

YOUNG MAN WITH A VISION

Interested persons might well spend numerous hours over contemporary maps of Canada's southernmost county and still discover that Walkerville had eluded them. Such a problem is more apparent than real however, for the town in question legally expired nearly three decades ago.

On July 1, 1935, the once-thriving municipal corporation of Walkerville, officially surrendered its identity and with two of the other Border Cities that lay along the southern bank of the Detroit River entered into amalgamation with the City of Windsor, Ontario.¹ Today the portion of Windsor which previously was Walkerville constitutes a relatively diminutive area in east Windsor, and a visitor unfamiliar with this section would scarcely be aware that he was standing in what former scribes have referred to as, "the queerest place in all Christendom".²

Yet even now, within this small enclave, some of the finest residential areas in Windsor are located. Here too, in the environs of the lovely little gothic Church of St. Mary's, and the magnificent Tudor-style mansion of Willistead

¹Ontario Statute, 25 George V, c. 74, s. 4.

²Burton Historical Collection, Detroit Public Library. "Neither Town Nor City", Detroit Journal, May 10, 1890, p. 2.

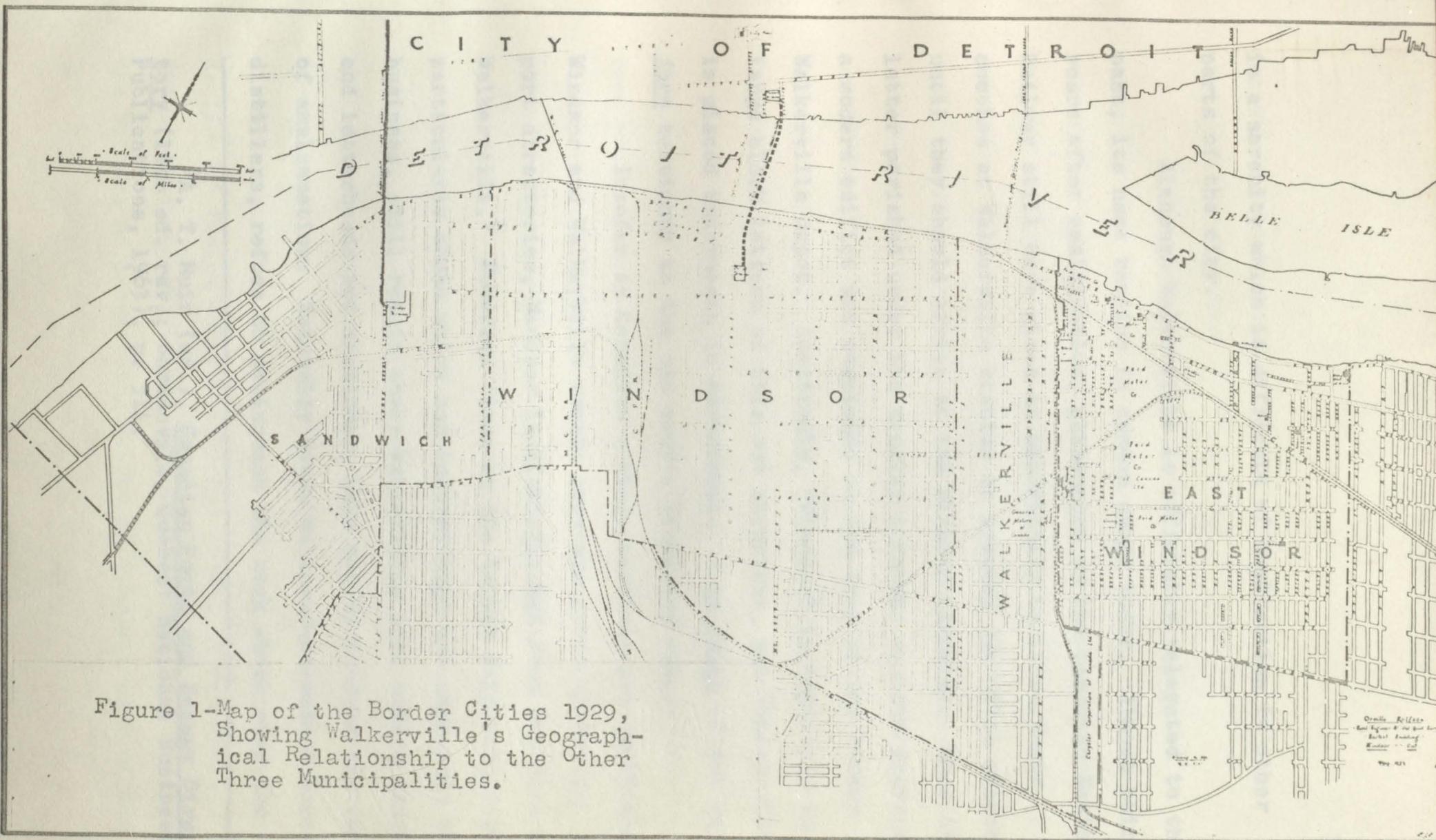


Figure 1-Map of the Border Cities 1929,
Showing Walkerville's Geograph-
ical Relationship to the Other
Three Municipalities.

is a serenity which is difficult of duplication in other parts of the city.

Although Walkerville is officially relegated to the past, its name remains in common usage today. Almost thirty years after amalgamation, passengers on the Canadian National Railway still were given an opportunity to leave their coaches at Walkerville station or proceed two miles westerly until they should arrive at the Windsor terminal. When the latter perished under the wrecker's hammer several years ago, a modern edifice was completed on the site of the former Walkerville depot. Admittedly, "Windsor" is imprinted in large block letters on this new structure, yet "Walkerville" is placed underneath in parentheses, a de facto if not de jure testimony to the old town's lingering memory.

Insofar as Canadian customs services are implicated, Windsor and Walkerville remain separate ports of entry. In port directories, Windsor is distinguished from the Port of Walkerville.³ Numerous firms in the former Walkerville area, particularly those which had incorporated the name into their business, still retain their Walkerville post office address, and letterheads and stationery have yet to concede the fact of amalgamation. Naturally Hiram Walker-Gooderham & Worts, distillers, refuse to relinquish the name which over the

³A. T. Muir (ed.), Canadian Ports and Seaway Directory (19th ed. rev.; Gardenvale, Quebec: National Business Publications, 1963), p. 314.

years has become synonymous with their liquid product, throughout the globe.

Staunch Walkervillians too, were very loathe to discard a name from which they derived such satisfaction through the years. Indeed, it is not strange today to hear Windsorites and former Walkervillians speak of going "down to Windsor", or "up to Walkerville". The term "Windsor-Walkerville" is still used to indicate a provincial riding in Ontario politics. Consequently in many instances, sentiment, habit, and possibly stubbornness or even resentment have prevailed over legislative decree and in this sense Walkerville has never ceased to exist.

Hiram Walker, an American, founded Walkerville in 1858. I would hope to prove in this thesis that Walkerville grew prosperously, not merely as a child of fortune, but rather through the influence of Walker's pervasive personality, his progressive outlook and his faith in railroads and industry. A secondary factor in Walkerville's success was the cooperation of the populace, partially through necessity, but primarily through pride in the mutual task of building a model municipality. The railway, attainment of town status, the death of Hiram Walker and a waning enthusiasm exhibited by his sons, all were responsible for the decline of family control over the years. Fortunately, Walkerville was built on a firm foundation, and even after the Walkers no longer constituted an integral part of the

Figure 2

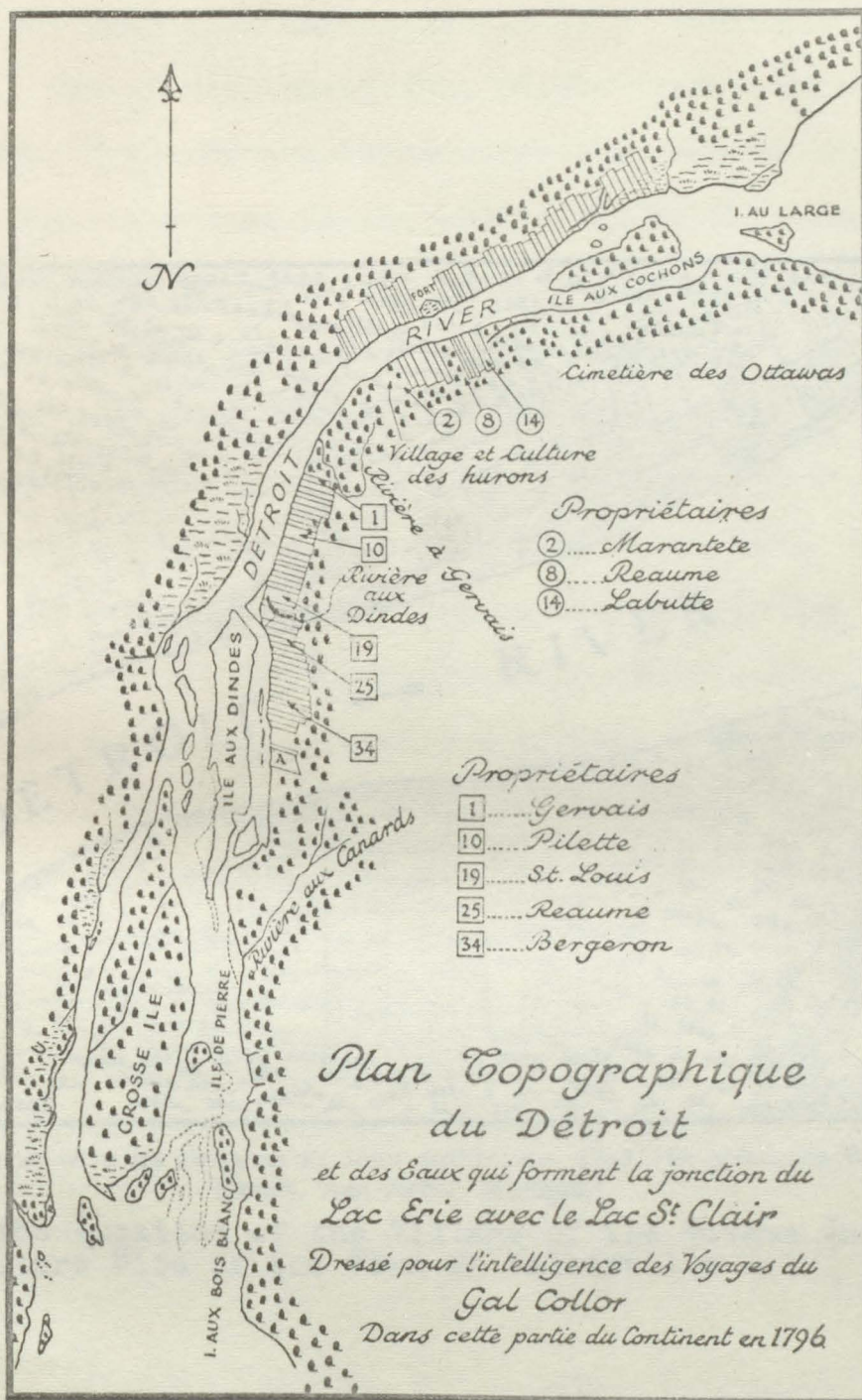


FIG. 2. TOPOGRAPHICAL MAP OF DETROIT BY CHAUSSEGROS DE LÉRY, fils, c. 1754. [Copy in Burton Historical Collection, Main Library, Detroit.] Note the Position of the Cemetery of the Ottawa Indians on the Future Site of the Town of Walkerville

Figure 3



FIG. 8. PLAN OF DETROIT WITH ITS ENVIRONS BY JOHN MONTRESOR, 1763. [By permission William L. Clements Library, Ann Arbor, Michigan.]

Note the Location of the Village of the Ottawa Indians on the Future Site of the Town of Walkerville

community, the town continued to flourish, imbued as it was with the spirit of the founder.

The first inhabitants of the area under study were Indians of the Ottawa tribe under the renowned Pontiac.⁴ The same landscape that in the 1890's was to throb under the clangorous wheels of industry, knew the stealthy tread of the Indian moccasin two centuries previously. In the immediate vicinity, or possibly even on the site of the future town of Walkerville was located an Ottawa village and adjacent burying ground. Perhaps from this very encampment, the "Red Napoleon" and his brother denizens of the forest set out in early May, 1763, intent on wreaking their savage vengeance upon the unwelcome inhabitants of Fort Detroit.⁵ At length, Pontiac discovered that his combined forces were unable to dislodge the British, and consequently the Chief of all the Ottawas disguised his wrath and apportioned several land grants on the southern shore of the Detroit River to the newcomers. Such a transfer was effected by Pontiac to Lieutenant Edward Abbott of the Royal Artillery Regiment;⁶ a similar gift

⁴Ernest J. Lajeunesse, The Windsor Border Region (Toronto: University of Toronto Press, 1960), pp. lviii and lxii.

⁵Francis Parkman, The Conspiracy of Pontiac (10th ed. rev.; New York: Collier Books, 1962), pp. 172-78.

⁶Burton Historical Collection, Detroit Public Library. MS Pontiac Deed of Land to Lieutenant Abbott of the Royal Artillery Regiment, September 17, 1765. Photostatic reproduction.

was bestowed on Alexis Maisenville.⁷ These gestures of the leader of a conquered nation probably constituted the territorial entirety of the future Town of Walkerville.⁸

Hiram Walker whose patronym was to be perpetuated in the name of Walkerville, initially purchased acreage on the south bank of the Detroit River in 1856. On December 22, of that year, he completed a transaction for a tract of land in

⁷Burton Historical Collection, Detroit Public Library. MS Pontiac Deed of Land to Alexis Maisenville, September 18, 1765. Photostatic reproduction.

⁸In order to prove this hypothesis, it is necessary to show that these deeds were parts of farm lots ninety-four, ninety-five or ninety-six in the first concession, the Township of Sandwich East, which until 1922 constituted the Town of Walkerville. In September, 1765, a tract of land was granted to Lieutenant Abbott by Pontiac (Supra, Ch. I, p. 7). In September, 1769, Abbott transferred this land to Antoine Louis Labadie (Ibid.). On October 18, 1784, Antoine Louis Labadie married Charlotte Barthe and of this marriage ten children were born (Philippe E. Panet, "The Labadie Family in the County of Essex, Ontario", Essex Historical Society Papers and Addresses, I [1913], 43). One of these children was Phyllis (Ibid.). In the last will of Antoine Louis Labadie, his land was divided among his wife and nine surviving children (Ibid., p. 51). By her marriage with John Hall, Phyllis Labadie had a son, Eugene Hall (Hiram Walker Gooderham & Worts Library, Walkerville, Ontario. Francis X. Chauvin, "Hiram Walker, His Life and His Work and the Development of the Walker Institutions in Walkerville, Ontario", [1927], Ch. VIII, p. 2). On his mother's death, Eugene Hall received his mother's ninth share of the Labadie farm (Ibid.). On December 22, 1856, Hall sold to Hiram Walker this portion of land (Hiram Walker Historical Museum, Windsor. MacDonald Historical Collection, MS Wilkinson Papers, 20-235, lot ninety-six. Cited hereafter as the Wilkinson Papers). Since Hiram Walker bought portions of lots ninety-five and ninety-six, and upon these founded the town, Walkerville at one time was the property of Pontiac. Further, in September, 1765, Pontiac deeded additional land to Alexis Maisenville, to the east of that land previously granted to Abbott (Supra, Ch. I, p. 7). This would appear to be lot ninety-four. Thus very probably most of the town was under Indian ownership.

lots ninety-five and ninety-six, in the Township of Sandwich East, the County of Essex.⁹ The price was three hundred English pounds.¹⁰

The grantor was a descendant of the Labadie family of Essex County. Specifically, Hall was the great grandson of Pierre Descomps dit Labadie, a native of the City of La Rochelle, France, who was buried in Detroit, September 10, 1782.¹¹ A son of the deceased, Antoine Louis Descomps dit Labadie, procured the tract of land which Pontiac had granted to Lieutenant Abbott four years previously, on September 14, 1769.¹² On October 18, 1784, Antoine Louis Labadie married Charlotte Barthe, and the couple in time became the parents of ten children.¹³

Antoine Louis Labadie died in 1806. His last will and testament, dated May 26, 1806, provided that his river-front properties be divided equally among the nine surviving

⁹Wilkinson Papers, lot ninety-six.

¹⁰Essex County Registry Office. MS Abstract of Title Book, First Concession, Township of Sandwich East, lot 96, Instrument 476, p. 25. Cited hereafter as Abstract of Title Book.

¹¹Panet, Essex Historical Society Papers and Addresses, I (1913), 39.

¹²Burton Historical Collection, Detroit Public Library. MS Deed from Edward Abbott by Pontiac to Antoine Louis Labadie, September 14, 1769. Photostatic reproduction.

¹³Panet, Essex Historical Society Papers and Addresses, I (1913), 43.

²¹Compendium of History and Biography of the City of Detroit and Wayne County, Michigan (Chicago: Henry Taylor and Co., 1909), p. 352.

children of his last marriage.¹⁴ Subsequently one of the daughters of the late Antoine Louis Labadie bequeathed her ninth share to her son Eugene Hall by her marriage with John Hall.¹⁵ This latter individual disposed of his inheritance to Hiram Walker in 1856.

In the following January, Walker augmented his land holdings in Essex County through the purchase of portions of lot ninety-six in the first and second concessions from C. F. Labadie¹⁶ for the sum of 250 pounds.¹⁷ On the same date, January 24, 1857, Walker obtained an additional parcel of land from grantors John Montreuil, Luc Montreuil and Alexander Chapoton. This acquisition was located in the first two concessions of Sandwich East in lot ninety-six.¹⁸ The sum involved was 750 pounds.¹⁹ As a result of these real estate purchases, Walker had acquired approximately 468 acres of Canadian land.²⁰

Hiram Walker was born in the town of Douglas, Massachusetts, forty-five miles from Boston, on July 4, 1816.²¹

¹⁴Ibid., pp. 48-51.

¹⁵Chauvin, Ch. VIII, p. 2.

¹⁶Wilkinson Papers.

¹⁷Abstract of Title Book, Instrument 515, p. 31.

¹⁸Wilkinson Papers.

¹⁹Abstract of Title Book, Instrument 514, p. 31.

²⁰Chauvin, Ch. VIII, p. 4.

²¹Compendium of History and Biography of the City of Detroit and Wayne County, Michigan (Chicago: Henry Taylor and Co., 1909), p. 352.

Young Hiram attended school until he was sixteen years of age. Then, apprehensive over the absence of opportunities locally, Walker determined to travel to Boston. There in 1836, he received employment in a dry-goods store. In this entrepot of commerce, the young clerk received a liberal business education which was to prove invaluable to him in his more mature years.²²

The opening up of the West, or possibly the construction of the Erie Canal, which simplified travel westward stirred Walker's imagination and in 1838, still only twenty-two years of age, he arrived in Detroit, Michigan.²³

The initial employment secured by the young easterner in Detroit was much similar to that which he had forsaken in Boston.²⁴ He became a clerk in a grocery establishment on Atwater Street, immediately east of Woodward Avenue.²⁵ Following this employment, he started his own grocery business on Atwater Street, near Bates Street.²⁶ Success did not attend this venture, and the young New England entrepreneur entered into a partnership with one Jeremiah Ingersoll, who directed a tannery and leather business on Dequindre Street. Unfortunately fate intervened in this undertaking in the form of a

²²Chauvin, Ch. VIII, p. 4.

²³Compendium of History and Biography of the City of Detroit and Wayne County, Michigan, p. 352.

²⁴The City of Detroit Michigan, 1701-1922, IV (Detroit: The S. J. Clark Publishing Co., 1922), 676.

²⁵Ibid.

²⁶Ibid.

disastrous fire which resulted in the suspension of business.²⁷ Again Walker sought his fortune in the grocery trade at 39 Woodward Avenue.²⁸ At that time, a grocer stocked a wide variety of merchandise for sale, and Walker was no exception to this rule. Farmers might purchase such implements as scythes, swaths, cradles and rakers at the Walker Wholesale and Retail Store a few doors below Jefferson Avenue.²⁹ Cedar posts, "hewed on two sides", teas of various origins and types, by the chest and half-chest, cigars, pepper, sauce, boxes of writing ink, are all described as articles available for purchase at Walker's place of business as well.³⁰ One of the commodities kept for sale by Walker was cider vinegar.³¹

A fairly inexpensive item, the young merchant disposed of his vinegar in gallon containers for ten cents, thus realizing only a meagre profit. Walker knew that if he could eliminate the wholesale price of the liquid he would stand to gain considerably. Further reflection prompted the Detroit merchant to conceive an idea of producing his own vinegar. After purchasing the required equipment, Walker constructed

²⁷Ibid.

²⁸Burton Historical Collection, Detroit Public Library. "Notes on Early Detroit Merchants Etc.", p. 124.

²⁹Detroit Daily Advertiser, July 1, 1850.

³⁰Ibid., September 11, 1850.

³¹Ibid., September 11, 1850; October 3, 1851.

a small vinegar factory at 126 Woodbridge Avenue and began to manufacture vinegar for wholesale and retail purposes.³² As to the quality of this product, Edmund G. Desnoyers, M.D., a pharmaceutical chemist, reported that the Walker vinegar "contained no impurities whatsoever", yet possessed "the strength of the best standard vinegar".³³ This vinegar factory was sold in 1858, by which time Walker had developed a thriving vinegar trade selling as much as several thousands of barrels at once. His ware was regarded as "an article vastly superior to that commonly sold".³⁴

In the 1850's Detroit groceries were also liquor dispensaries, actually, the two were synonymous.³⁵ Since liquor, like vinegar, possessed definite consumer appeal, Walker determined to enter into the distilling of spirits on the basis of his successful vinegar venture. The first barrel of Walker's whisky was distilled in 1854, at 35 Atwater Street in Detroit.³⁶ This product soon gained as fine a reputation as Walker's vinegar and both were much in demand, bringing their manufacturer extensive profits. Continued success in this lucrative enterprise was not at all assured

³²Chauvin, Ch. VII, p. 4.

³³Detroit Daily Advertiser, October 3, 1851.

³⁴Ibid., June 24, 1858.

³⁵Silas Farmer, History of Detroit and Wayne County and Early Michigan, I (3rd ed. rev.; Detroit: Silas Farmer and Co., 1890), 838.

³⁶Chauvin, Ch. VII, p. 5.

however, primarily as a result of the ambivalent temperance attitude within the State of Michigan.

Eight years prior to Walker's arrival in Detroit, on February 19, 1830, the first temperance society in the city was organized under the title "The Detroit Association for the Suppression of Intemperance".³⁷ Agitation for and against the sale of liquor was maintained throughout the next two decades until 1853, when numerous petitions resulted in the first "Maine" law of Michigan.³⁸ Approved February 12, 1853, it provided:

That the Council ... on the first Monday of October might authorize some one person to sell liquor for mechanical and medicinal purposes upon his giving bonds to sell for those purposes only. The dealers were required to keep a list of persons buying liquor, the kind bought and a statement of the purpose for which it was to be used.³⁹

This legislation became operative on December 1, 1853.⁴⁰

On November 22, 1853, the Carson League for Wayne County was organized, its objective being to raise sufficient sums to pay for the enforcement of the recently passed "Maine" law. However the various temperance societies sustained a temporary setback on December 9, 1853, when the recently instituted legislation was declared unconstitutional thus bringing relief to the oppressed liquor dealers and groceries.⁴¹ Such encouragement was soon manifest in an

³⁷Farmer, p. 838.

³⁸Ibid., p. 840.

³⁹Ibid.

⁴⁰Ibid.

⁴¹Ibid.

increased productivity on the part of liquor manufacturers and it was at this time that Walker started to engage in the production of spirits. The Carson League was suspended, and those who retailed in liquors were free to carry on their trade. Yet still the temperance question remained only in abeyance. Temperance agitation increased and subsequently the "Ironclad Maine Law" was passed at Lansing, Michigan, on February 3, 1855:

This law made the traffic in liquor entirely illegal. No one was permitted to sell except druggists, whose sole or principal business was the selling of drugs, and they might sell only for medicine; or as a chemical agent, or for scientific, mechanical or manufacturing purposes, or sacramental uses, and were required to give bonds to keep the law. All payments for liquor were declared illegal, and made recoverable at law. Bills for liquor were made non-collectable, penalties were provided for disobeying the law, and liquors seized might be destroyed.⁴²

When the law became operative, on May 15, 1855, the immediate result was the closing of numerous groceries and saloons. Yet the remaining dealers displayed a willingness to oppose the new legislation. This spirit led to the reopening of many of the establishments. The defiant attitude of the merchants was fought with many arrests but few convictions, and in due time the zeal of the authorities subsided, in direct proportion, and the law was seldom enforced.⁴³ The corollary was an increase in the number of saloons and

⁴²Ibid.

⁴³Ibid.

stores retailing in liquors and by 1858 temperance agitation was again present. *It was the most direct route to London,*

Hamilton The instability of the local legislation apparently forced Walker into additional enterprises of a more stable nature and gradually he began to emerge as one of Detroit's leading grain buyers. Originally Walker sought to supply Michigan millers, but by 1857, he had extended his operations so that they included many areas of the United States and the Canadas.⁴⁴ Indeed, his grain-buying activities were among the several reasons for his decision to locate in Canada West.

By 1855, the Great Western Railway had been completed from the Niagara River to Windsor. The presence of the railway, with its terminus at Windsor was doubtless a determinant factor in Walker's decision to purchase real estate immediately east of that town. The importance of the railroad can scarcely be over-estimated. By 1858 trains of the Michigan Central⁴⁵ and Michigan Southern Railroads carried passengers and freight from Chicago and Cincinnati to Detroit,⁴⁶ at which point they were transported by Great Western ferries to the depot at Windsor. The Great Western road, via Niagara

⁴⁴Chauvin, Ch. VI, p. 5.

⁴⁵William J. Wilgus, The Railway Interrelations of the United States and Canada (New Haven: Yale University Press, 1937), p. 50. See Map-Railway Situation in the United States and Canada ... 1851.

⁴⁶A. W. Currie, The Grand Trunk Railway of Canada (Toronto: The University of Toronto Press, 1957), p. 168.

Falls and the Suspension Bridge, provided the only rail service to the East. It was the most direct route to London, Hamilton, Toronto, Kingston, Prescott, Montreal and Portland.⁴⁷ At Buffalo, connections were made with the New York Central system to such cities as Rochester, Syracuse, Rome, Albany, New York, Philadelphia, Baltimore and Boston.⁴⁸ Windsor provided a direct link with the West and the Atlantic, which was only possible in 1855.

Amherstburg, Ontario, an incorporated village of about 2600 inhabitants by 1858,⁴⁹ might have proven a suitable alternative for the Michigan distiller but it lacked the railway, although in the 1850's it appeared that Amherstburg would soon become a railway centre. Officials of the Great Western contemplated the construction of a branch line from Windsor to Amherstburg to connect with the Michigan Southern Railway⁵⁰ which had established a through connection to Chicago in 1853.⁵¹ In 1855, the Amherstburg and St. Thomas Railway Company was incorporated to build from Amherstburg to St. Thomas. This company amalgamated with the Niagara and Detroit Rivers Railway in 1858, for the purpose of con-

⁴⁷Wilgus, pp. 39, 45.

⁴⁸Ibid., p. 50. See map.

⁴⁹John Lovell (ed.), The Canada Directory for 1857-58 (Montreal: John Lovell, 1858), p. 39.

⁵⁰Currie, p. 168.

⁵¹Wilgus, p. 82.

structing a line between Niagara Falls and Amherstburg.⁵² All these projected lines failed to materialize however,⁵³ and it was not until 1873 that Amherstburg was served by the Canada Southern Railway.⁵⁴

Significant as the railway was in itself, its importance was increased by the passage of the 1854 reciprocity pact between the United States and Canada. Article three of the treaty provided for the free admittance of a large selection of natural products of the two nations, including grain, flour and all kinds of animals.⁵⁵ As a dealer in grain, such a clause must have proved particularly attractive to Hiram Walker; and the Windsor vicinity, because of its geographical location between the north-western states and the eastern states was an extremely favourable site. Walker was probably aware too, "that wheat and flour were by far the greatest

⁵²Robert Dorman (ed.), A Statutory History of the Steam and Electric Railways of Canada (Ottawa: The King's Printer, 1938), p. 413.

⁵³Currie, p. 168. Although the Canadian Board of Directors sought the extension of the Great Western to Amherstburg, the English shareholders were apprehensive of over-extension and condemned construction of the line and thus it was not built. The story of the Niagara and Detroit Rivers Railway was one of bad faith, a dishonest directorship who engaged in reckless extravagance and misappropriation of funds, the whole of which resulted in its disintegration before the line was built (Curry, pp. 256-59).

⁵⁴Wilgus, p. 83.

⁵⁵Donald C. Masters, The Reciprocity Treaty of 1854 (2nd ed. Toronto: McClelland and Stewart Limited, 1963), p. 142.

Canadian export to the United States, and in 1856 comprised over two-thirds of the total American imports from the province".⁵⁶

In addition to the lucrative transportation facilities and reciprocity, an immediate advantage was the presence of cheaper building materials and land.⁵⁷ A fourth factor which must have influenced Walker's ultimate decision was the absence of strong competition in the immediate Windsor area. Admittedly, there were two distilleries in Windsor, yet this relatively weak competition was insignificant when compared to the situation in Detroit, where distilleries were numerous. Moreover Canada West did not possess the unstable legislation existent in Michigan pertaining to the selling and manufacture of liquors.

As a dealer in grain, Walker realized too, that Essex County lacked a single steam milling plant for the production of flour. Such an operation could surely out-produce the antiquated windmills which sparsely dotted the southern shore of the Detroit River.⁵⁸

Finally, the knowledge that Hiram Walker had accumulated over the years in Detroit, of the conditions in Essex County, through his business relationships with farmers in

⁵⁶Ibid., p. 110.

⁵⁷Chauvin, Ch. VI, p. 5.

⁵⁸Ibid., Ch. VII, p. 7.

the vicinity, indicated that there existed an adequate supply of grain sufficient to sustain both a milling and distillery enterprise. Such motives as these, then, prompted Hiram Walker to become a landowner in Canada in the year 1857.

In 1857, Walker, then a resident of Hamtramck, a suburb of Detroit, commenced his daily trips to Canada West to personally supervise the construction of his distillery and steam flour mill.¹ The following year, the facilities were ready for production to begin. The mill was the initial step in the process and almost immediately the quality of the Walker flour brought the product considerable fame.

The distillery began to operate about the middle of 1858. Grain and water were obtained locally for the wash while most of the necessary malt was purchased in Toronto. The spirits were passed through charcoal, then coloured, and the product was ready for the consumer.² At the outset, no system of reservation was installed and production was governed by demand which might reach seven hundred gallons in twenty-four hours.³

In March 1859, Hiram Walker, his wife and family left their home in Hamtramck for their Canadian land-holdings on

¹Hiram Walker-Gooderham & Worts Library, Walkerville, Ontario. Francis X. Chauvin, "Hiram Walker, His Life and His Work and the Development of the Walker Institutions in Walkerville, Ontario", [1927], Ch. VIII, p. 6.

²*Ibid.*, Ch. IX, p. 7.

³*Ibid.*, Ch. IX, p. 7.

CHAPTER II

THE HAMLET

In 1857, Walker, then a resident of Hamtramck, a suburb of Detroit, commenced his daily trips to Canada West to personally supervise the construction of his distillery and steam flour mill.¹ The following year, the facilities were ready for production to begin. The mill was the initial unit to open and almost immediately the quality of the Walker flour brought the product considerable fame.

The distillery began to operate about the middle of 1858. Corn and rye were obtained locally for the mash while most of Walker's malt was purchased in Toronto. The spirits were leached through charcoal, then coloured, and the product was ready for the consumer.² At the outset, no system of maturation prevailed and production was governed by demand which might reach seven hundred gallons in twenty-four hours.³

In March 1859, Hiram Walker, his wife and family left their home in Hamtramck for their Canadian land-holdings on

¹Hiram Walker-Gooderham & Worts Library, Walkerville, Ontario. Francis X. Chauvin, "Hiram Walker, His Life and His Work and the Development of the Walker Institutions in Walkerville, Ontario", [1927], Ch. VIII, p. 4.

²Ibid., Ch. IX, p. 2.

³Ibid., Ch. IX, p. 3.

the south bank of the Detroit River.⁴ Mrs. Walker was the former Abigail Williams who had the distinction of being the first white child born in the Saginaw Valley, where her father served as Indian paymaster.⁵ The couple had five children when they arrived in Canada West, including two daughters, Elizabeth and Jennie Melissa, and three sons, Willis, Edward Chandler and Franklin Hiram. A sixth child, James Harrington was born in Canada in 1859.⁶

The distiller's dwelling on the river bank was a large rambling frame house erected about 1839 by the Labadie family. On his arrival, Walker remodelled the old French residence to better accommodate his family by the addition of a third storey which served the children as a playroom.⁷

It was not long before the newcomer became quite prosperous. This prosperity was derived not only from the operation of the Windsor Distillery and Flouring Mill, as the enterprise was known in its formative years⁸, but from additional sources as well.

⁴Compendium of History and Biography of the City of Detroit and Wayne County, Michigan (Chicago: Henry Taylor and Co., 1909), p. 353.

⁵The City of Detroit Michigan, 1701-1922, IV (Detroit: The S. J. Clark Publishing Co., 1922), 679.

⁶Carnegie Library, Windsor. Francis X. Chauvin, "Digest of the Life of Hiram Walker", (n.p. 1927), p. 9.

⁷Chauvin, "Hiram Walker, His Life . . .", Ch. IX, p. 5.

⁸Hiram Walker Historical Museum, Windsor. MS Hiram Walker Bill of Sale, December 24, 1864, 20-226.

Hiram Walker soon determined that the distillery wastes might be used effectively elsewhere. He conceived the idea of raising hogs which were fattened on distillery slops. Soon the hog pens adjacent to the distillery were a prominent feature of the landscape. This enterprise was of sufficient import to provide employment for some fifteen or twenty farmhands who tended the animals which at times were approximately 500 in number. Toronto and Montreal markets served as outlets, while from the latter city, the Walker-fattened hogs might be dispatched to London and Liverpool.⁹ About 1862 the Great Western Railway built a switch into the stockyards to facilitate the shipment of hogs.¹⁰ This business was terminated in 1865 after the pens were ravaged by a cholera epidemic. The misfortune proved to be merely a temporary reversal however, as Walker turned next to the fattening of cattle obtained from Essex County farms.¹¹ Like their predecessors, these animals thrived on the mash derived from the distillery wastes, and shipments abroad were continued with the pens sometimes filled with fourteen hundred to two thousand head of cattle.¹²

⁹Chauvin, "Hiram Walker, His Life . . . ", Ch. X, p. 4.

¹⁰Compendium of History and Biography of the City of Detroit and Wayne County, Michigan, p. 353.

¹¹Chauvin, "Hiram Walker, His Life . . . ", Ch. X, p. 5.

¹²Carnegie Library, Windsor. The Essex Record, August 1, 1872, p. 1.

Another source of income during this period was from speculation in American currency. The huge expenses of the American Civil War caused the United States' Government to issue millions of dollars of legal tender notes or "green-backs", so-called because the backs of the bills were printed in green ink. Uncertainty as to the result of the conflict as the war continued was sufficient to increase the value of gold and silver. At length, in June, 1864, this trend was maintained until the purchasing power of gold was thrice that of the Government notes.¹³ Hiram Walker believed that after the war, the American currency would regain its status, and so he proceeded to purchase as much "green-back" currency as his means permitted. When the war terminated, the United States currency returned to par and Walker reaped a small fortune.¹⁴

In 1864, legislation in the State of Michigan prohibited the purchase of spirited beverages in that state. This led to the smuggling of liquors from Canada to Michigan centres. Walker was no deterrent to those desirous of ignoring the liquor laws of their state. On the contrary, "every day Walker's distillery was busy loading jugs and casks ... in American boats heading for the American shores and borders".¹⁵

¹³Silas Farmer, History of Detroit and Wayne County and Early Michigan, I (3rd ed. rev.; Silas Farmer and Co., 1890), 838.

¹⁴Chauvin, "Hiram Walker, His Life . . .", Ch. X, p. 6.

¹⁵Ibid.

Since his distillery enterprise was apparently assured of success, and with all of his divers activities in Canada West reaping him handsome dividends, Walker returned to Detroit after a five year sojourn in Canada. The "Cottage", as the big frame house on the river front was known, remained in the family however, when Walker's father-in-law occupied it on the latter's departure.¹⁶

Uncertainty surrounds the date at which the tiny settlement evolving about the distillery was commonly known as Walkerville. In the sixties, the names Walkerville and Walkertown were used by the inhabitants of the hamlet on the southern shore of the Detroit River.¹⁷ In 1866 and 1867, Walkerville was described simply as:

A small village, situated on the riverside, about a mile above Windsor. It contains a distillery, carried on by Hiram Walker and Company, a hotel . . . ; store, etc; and several tenements built by Walker and Co. for the convenience of their employees, which number from eighty to one hundred.¹⁸

On March 1, 1869, the name Walkerville was officially sanctioned by Ottawa when the settlement was recognized as a post-office village.¹⁹

¹⁶Carnegie Library, Windsor. Robert L. Daniels (comp.), "Willistead", (n.p. 1943).

¹⁷Hiram Walker Historical Museum, Windsor. MS H. A. Walker Account Book, January 1869-April 12, 1898, 20-228.

¹⁸County of Essex Gazeteer and General and Business Directory for 1866-67 (Woodstock: Sutherland and Company, 1867), p. 128.

¹⁹Compendium of History and Biography of the City of Detroit and Wayne County, Michigan, p. 353.

Soon after Walkerville acquired official status, its first church was established through the generosity of Hiram Walker, who believed his employees would derive benefits from such an edifice.²⁰ In 1870 a church was erected on the south side of present-day Riverside Drive,²¹ almost directly opposite the "Cottage"²² in which Hiram Walker had resided while in Walkerville.

Dedicated Sunday, January 8, 1871,²³ the new church was of brick construction.²⁴ The initial cost was twelve thousand dollars²⁵ and the structure would seat 250 worshippers.²⁶ The church basement was utilized originally for combined Sunday school and day-school purposes.²⁷ The citizens

²⁰Lincoln Road United Church Archives, Windsor. MS Letter from John Semmens, first pastor of St. Mary's Church, Walkerville, to Rev. H. A. Graham, incumbent pastor of Lincoln Road Methodist Church, Walkerville, November 15, 1915. Cited hereafter as Letter from Semmens to Graham.

²¹Lincoln Road United Church Archives, Windsor. MS Letter from Rev. A. Langford, who dedicated first St. Mary's Church, to Rev. H. A. Graham, incumbent pastor of Lincoln Road Methodist Church, Walkerville, November 2, 1915. Hereafter cited as Letter from Langford to Graham.

²²Hiram Walker Historical Museum, Windsor. C. E. Goad, Map of Walkerville, Ontario, December 1890, Sheet One.

²³Letter from Langford to Graham.

²⁴The Detroit Advertiser and Tribune, May 4, 1870.

²⁵Letter from Semmens to Graham.

²⁶Office of the Anglican Church of Canada, Diocese of Huron, Richmond Street, London, Ontario. Synod Journal, Diocese of Huron, 1898-1901, Abstract of Parochial Reports for the Year Ending April 20, 1898, p. xlv.

²⁷Archives of St. Mary's Church, Walkerville, Robert L. Daniels, St. Mary's Church, (n.p. 1942), p. 3.

of Walkerville, almost exclusively Walker employees were surveyed as to the denomination of the church, and in this way it was determined that it should be a Methodist affiliation.²⁸ The first pastor of the infant enterprise was a student minister, John Semmens, who was selected from Victoria College for the position by the President of the Canadian Methodist Conference. Provisions were made for the young man at the Walker "Cottage",²⁹ where Semmens "ate at the Walker table and enjoyed all the comforts and luxuries which his palatial residence provided".³⁰ After Dedication Sunday, Sabbath services were held regularly, a Sunday School was organized, and a Wednesday Prayer Meeting rounded out the week's activities.³¹ The youthful incumbent pastor was "distinctly given to understand that no reference was to be made to the liquor traffic during his stay but that when an ordained man was sent he might exercise his own judgement in regard to the matter".³² The first ordained minister did see fit to clarify his position on temperance and soon after the doors of the church were closed.³³

²⁸Ibid., p. 6.

²⁹At this time, Franklin H. Walker occupied "the Cottage" (Francis X. Chauvin, "Digest of the Life of Hiram Walker", p. 9).

³⁰Letter from Semmens to Graham.

³¹Ibid.

³²Ibid.

³³Ibid. There is a discrepancy in this instance as to whether the second or third pastor of St. Mary's was

Following the discontinuance of the Methodist services, efforts were instituted to have the church adopted by the Church of England.³⁴ However the leading church authorities were most reluctant to establish a new parish in a village of only two hundred inhabitants.³⁵ Yet Hiram Walker assured the Anglicans that he would undertake to assume any financial burdens and consequently Church of England services began in 1874.³⁶ Meanwhile the church was named St. Mary's after Mrs. Walker who died September 14, 1872³⁷ and a window in the church was installed in memoriam.³⁸ As an Anglican church, rectors from All Saints' Church in Windsor were dispatched to Walkerville for afternoon services until May 31, 1874, after which time St. Mary's and St. Stephen's in Sandwich South became a single parish and received the services of a regular rector.³⁹ In 1882 the parishoners totalled 139, with an average morning attendance of forty, while in the evening an average of sixty members and adherents were present at the services. The Sunday School had an average

responsible for the declaration which resulted in the closing of the church. However both Semmens and Langford indicate the year as 1872 (cf. Letter from Semmens to Graham and Letter from Langford to Graham).

³⁴Daniels, St. Mary's Church, p. 6.

³⁵P. A. Crossley (ed.), Lovell's Gazeteer of British North America 1874 (Montreal: John Lovell, 1874), p. 350.

³⁶Daniels, St. Mary's Church, p. 6.

³⁷The Essex Record, September 19, 1872, p. 2.

³⁸Daniels, St. Mary's Church, p. 4.

³⁹Ibid., p. 6.

attendance of seventy-five pupils, and thirteen officers.⁴⁰

In 1885 the church underwent extensive repairs. It was painted outside and within, the seats all cushioned and the floor carpeted. A basement furnace was installed, which permitted the removal of the unsightly stove pipes from the church interior.⁴¹ The church was then very comfortable, but the attendance remained rather small, partially due to the frequent changes of pastorates between 1882 and 1888. In the latter year a sizeable increase was noticeable in attendance with both Sunday School pupils and parishoners almost doubled and it appeared that this problem had been solved.⁴²

The public school remained in the basement of St. Mary's Church until 1879 or 1880 coming under the jurisdiction of school section number one of the Township of Sandwich East in 1877.⁴³ In that year, Franklin H. Walker and Hiram Walker, son and nephew of the founder shared the trusteeship with H. A. MacAfee.⁴⁴ After the school was removed from the church basement, a new institution was opened at the south-west corner of the present-day Devonshire Road and

⁴⁰ Archives of St. Mary's Church, Walkerville. MS St. Mary's Parish Register, 1874-1894, p. 12.

⁴¹ Ibid., p. 7.

⁴² Ibid., pp. 7-8.

⁴³ Burton Historical Collection, Detroit Public Library. C. M. Burton, Scrap Book, IV, p. 60.

⁴⁴ Ibid.

Wyandotte Street.⁴⁵ In dimensions, thirty by fifty feet, the two storey frame structure was erected at a cost of \$1600.00, on a site donated by Hiram Walker. Surrounded by ornamental shrubs and a lawn, enclosed within a "handsome fence", this building remained in service for six years.⁴⁶ In 1886, a fine brick edifice replaced the wooden structure and in 1890 this school was designated "The Walkerville Public School".⁴⁷

Satisfactory provisions being made for the academic and spiritual welfare of his people, the distiller now turned to the development of public utilities for the village and by the winter of 1875-76, Walkerville was illuminated by lamps erected at Walker's expense.⁴⁸ Simultaneously a water system was developed and by 1877 the inhabitants of the village could boast of their own pumping station.⁴⁹

⁴⁵Daniels, St. Mary's Church, p. 4.

⁴⁶Hiram Walker-Gooderham & Worts Library. Amherstburg Echo, February 13, 1880, Article 118. Microfilm copy. Hereafter all references to this newspaper which include an article number will be from this microfilm source.

⁴⁷Burton, p. 60.

⁴⁸Amherstburg Echo, ca. December 1875-February 1876, Article 129.

⁴⁹It is not immediately clear whether at the outset the waterworks was a continuation of the Windsor system or solely a Walkerville enterprise. The following excerpts seem to indicate the former. eg. "Messrs. Walker of Walkerville desire to have their village supplied with water from the Windsor waterworks and considerable discussion on the subject is now taking place. The Record says: Granting that Messrs. Walker are really in earnest in their desire for the water supply Various ways of accomplishing the object are open to them, the simplest of which would perhaps be to obtain

One of the most important steps in the 1870's was the establishment of a fire department in the village. Prior to its formation, conflagrations were fought by the collective efforts of Walkervillians who manned the local fire engine. While the villagers fought the fire, a telegram would be sent to the office of the Windsor Mayor who would dispatch the Windsor steam engine and hook and ladder wagon to the scene of the blaze.⁵⁰ Understandably, such arrangements were unsatisfactory and on January 9, 1877, the Walkerville Fire Brigade was brought into existence.⁵¹

At inception, the brigade consisted of three companies, No. 1 Hose Company, No. 2 Hose Company, and a Hook and

power from Parliament for the laying of drains by the township council of Sandwich East to connect with those in the streets of Windsor, and by giving Windsor a lump sum for keeping such mains full." (Amherstburg Echo, 1875, Article 22). And later, "F. A. Kirby is superintending the erection of the new Windsor waterworks at Walkerville". (Amherstburg Echo, 1875, Article 24.) The Windsor waterworks was being built about the same time, as in March 1872, the Windsor people in a referendum voted for the construction of a waterworks and by November 28, construction was well underway (see The Essex Record, November 28, 1872, p. 2). At any rate, by the winter of 1876, the system was complete as is indicated by the following excerpt: "Walkerville is making rapid strides toward modern improvement, and is getting to be a city in miniature. It has a complete system of waterworks, street lamps, etc. . . ." (Amherstburg Echo, ca. December 8, 1876, Article 45). This latter discovery seems to be verified by the minutes of the Walkerville Fire Brigade (Hiram Walker Historical Museum, MS Walkerville Fire Brigade Minute Book, 1877-79, 20-230).

⁵⁰The Essex Record, November 28, 1872, p. 2.

⁵¹Hiram Walker Historical Museum, Walkerville Fire Brigade Minute Book, 1877-79, Report for half-year ending July 1, 1877.

Ladder Company.⁵² All the firemen were employees of the Walker distillery⁵³ and for some time H. A. Walker, a nephew of the town founder and superintendent of the distillery machinery department⁵⁴ was the fire chief.⁵⁵ The Walkers exercised rather strict control over the firefighters and in 1878 the brigade was given the opportunity to elect its own officers but only if the candidates were first approved by the Walkers.⁵⁶ The monthly brigade and company meetings were most important and anyone absent was expected to provide justification for his absence to the satisfaction of H. A. Walker, the brigade chief. If the excuse did not meet with the superintendent's approval, the issue was put to a vote of those present at the meeting, and if the defendant was guilty of absence without reason, he was fined ten cents for his delinquency.⁵⁷

In the early years of the department, fires were infrequent and this necessitated monthly practice sessions. A

⁵²Ibid., Brigade Meeting January 16, 1877.

⁵³Hiram Walker Historical Museum, C. E. Goad, Map of Walkerville, Ontario, February 1884, Second Sheet.

⁵⁴Commemorative Biographical Record of the County of Essex, Ontario (Toronto: J. H. Beers, 1905), pp. 60-1.

⁵⁵Walkerville Fire Brigade Minute Book, 1877-79. All the brigade meetings begin with the notation that H. A. Walker was "in the Chair".

⁵⁶Ibid., December 18, 1877.

⁵⁷Ibid., January 13, 1879.

typical drill would commence with a race against the clock between the two hose companies from the firehouse to some pre-designated hydrant in the village. Once at the hydrant, they were required to couple 150 feet of hose and succeed in getting water through it. The Hook and Ladder Company would spend their practices in putting their ladders up to various roofs in the village, usually one of the distillery buildings, until they became proficient in this task.⁵⁸

The reason for the development of the brigade was simply for fire protection. However the department soon evolved socially as well, to a point where it became the most important group in the village in the latter respect. Periodically the fire companies were invited by the Walkers to participate in intra-company bowling contests in the Walker private bowling alley. Prizes, such as an ornamental fireman's trumpet, would be provided for the winning company. These competitions were treated most seriously by the firemen and the governing regulations were established before the contests, and were sometimes enforced during the match by F. H. Walker and E. C. Walker acting as scorer and referee respectively.⁵⁹ On still other occasions, the brigade was feted by a ball on the initiative of the Walkers, complete with music and decorated ballroom.⁶⁰

⁵⁸Ibid., May 30, 1878.

⁵⁹Ibid., February 15, 1877.

⁶⁰Ibid., May 7, 1878 and May 10, 1878.

In 1878 the firm provided the diligent firefighters with a new hall and reading room. This was open to all firemen and to others whom the firemen wished to include as guests. The reading room gradually evolved into a type of social club, governed by rules promulgated by the membership.⁶¹ Dues were collected,⁶² officers of the reading room were elected⁶³ and additional funds were derived from the utterance of profanities⁶⁴ which were not permissible on the premises.

Sometimes the Walkerville Department would be a participant in various Dominion Day celebrations. For instance, on July 1, 1878, Windsor invited the force to share in her festivities. In order to appear presentable, the brigade members invited, purchased uniforms, and thus a distinctive apparel was introduced into the Walkerville Fire Department.⁶⁵ On the aforementioned occasion, they must have presented a handsome appearance with the chief, H. A. Walker, astride his horse leading the Hook and Ladder Company and Hose Company No. 1. Their apparatus was gaily decorated and drawn by horses. The Minute Book of the Walkerville Brigade suggested loyally, if not modestly, that it was "no more than just to state the Walkerville Fire Department was the best looking part of the

⁶¹Ibid., January 14, 1878.

⁶²Ibid., April 8, 1878.

⁶³Ibid., December 9, 1878.

⁶⁴Ibid., April 8, 1878.

⁶⁵Ibid., June 24, 1878.

procession".⁶⁶ This event was subsidized by the Walkers,⁶⁷ who, possibly to inspire the firefighters in their tasks, presented them with a portrait entitled "Firemen of Constantinople" on a later occasion.⁶⁸

Other sources of entertainment prevailed for the inhabitants of Walkerville in addition to the annual Dominion Day parade. Much of this diversion centered about the distillery. The distillery wharf was the scene of constant shipping activity. In the seventies and eighties the Detroit River served as a commercial highway for large fleets of grain vessels, many of which tied up at Walkerville to load whisky and discharge grain. The schooner Sweepstakes,⁶⁹ the Light Guard,⁷⁰ the Bob Hackett,⁷¹ the Ada C. Allen,⁷² the R. C. Crawford⁷³ and the Lake Breeze⁷⁴ were only a few of the numerous vessels arriving downstream from ports such as Milwaukee and Chicago to the flourishing distillery enterprise at

⁶⁶Ibid., July 1, 1878.

⁶⁷Ibid., July 8, 1878.

⁶⁸Ibid., December 9, 1878.

⁶⁹Detroit Advertiser and Tribune, November 29, 1871.

⁷⁰Ibid., December 2, 1871.

⁷¹Amherstburg Echo, ca. April 16, 1875, Article 13.

⁷²Ibid., December 17, 1875, Article 28.

⁷³Ibid., December 7, 1875.

⁷⁴Ibid., Detroit Advertiser and Tribune, November 2, 1871.

Walkerville. Such an abundance of activity probably provided numerous interesting interludes for Walkerville residents.

An event of considerable import locally, took place on September 6, 1866, in the immediate vicinity which likely generated much excitement. This was the launching of the first iron car ferry to ply the Detroit River. The Great Western, as the vessel was christened, was launched at the Jenking shipyard immediately above Walkerville. Its construction was of interest to many living along the river and on Sundays, crowds would visit the shipyard to observe the progress of the builders. Business became so lucrative, that a transportation service was introduced to convey interested spectators from Windsor to the shipyard. The enterprising operator of this service was a Negro, a Mr. Jackson, who carried his passengers to the site in an antiquated yellow bus drawn by two horses.⁷⁵

Iron plates, 3/4 inches in thickness, eight feet long and two feet wide were shipped from Scotland to the Walkerville yard. These plates were numbered and thusly identifiable, were fitted in their proper places by the workmen. The boilers were manufactured at Hamilton, while the engines were built at Dundas, C.W.⁷⁶ The inhabitants in the vicinity

⁷⁵In the Private Collection of Neil F. Morrison. Interview with J. A. Finnie, October 5, 1947, personally conducted by N. F. Morrison.

⁷⁶Detroit Advertiser and Tribune, November 2, 1865.

greeted the innovation of an iron craft with apprehension and the common feeling prevailed that the Great Western would sink upon launching.⁷⁷ However the mammoth mass of iron was successfully launched. Her overall length was 240 feet and she became the first iron car ferry to work between Detroit and Windsor.⁷⁸

The presence of a church in Walkerville gave impetus to additional types of social entertainments. At the Yuletide, the annual Sunday School Concert provided pleasurable evenings at which carols were sung and presents distributed.⁷⁹ The winter months were occasions too, for socials, featuring recitations, and pleasing vocalists from Walkerville, Windsor and Detroit to entertain those present.⁸⁰ In the summer, church activities moved outdoors. Then, Franklin H. Walker, the son of the village founder, would provide his spacious grounds at "The Cottage" to be used for lawn parties sponsored by the ladies of St. Mary's.⁸¹

If the Walkervillians wished to seek entertainment outside the village confines, they might partake of one of

⁷⁷In the Private Collection of Neil F. Morrison. Interview with J. A. Finnie, November 15, 1947, personally conducted by N. F. Morrison.

⁷⁸Detroit Advertiser and Tribune, August 30, 1866.

⁷⁹Amherstburg Echo, ca. December 17, 1875, Article 29.

⁸⁰Ibid., ca. February 9, 1877, Article 52.

⁸¹Ibid., August 4, 1876, Article 42.

the numerous excursions offered by the Great Western Railway. Special rates prevailed for these trips which might take the passenger from Windsor to Hamilton, Toronto or the majestic falls at Niagara.⁸²

Should the Walkerville people desire a much shorter trip, they, like countless others, had merely to travel down the river road to the Sandwich Mineral Springs. This phenomenon was the result of an ill-fated venture in the 1860's. In early 1866 the Sandwich Petroleum Oil Company was founded to explore possibilities of oil in the Sandwich vicinity. The ensuing operations failed to locate any oil deposit but the drillers did encounter mineral water. The news of this discovery spread with the utmost rapidity and soon several enterprising local entrepreneurs developed the Sandwich Mineral Springs. A large hotel, bath houses, and additional improvements were made. The public response was overwhelming and tourists from all corners of the continent arrived in Sandwich to bathe in the beneficial waters. On holidays and Sundays, twenty-thousand people might invade Sandwich to avail themselves of the facilities at the Springs. Omnibuses ran from Windsor to Sandwich, and for the inhabitants of Windsor, Walkerville and Detroit, the Springs provided an opportunity for recreation and relaxation.⁸³

⁸²Detroit Daily Advertiser and Tribune, August 20, 1863.

⁸³Frederick Neal, The Township of Sandwich (Sandwich: Frederick Neal, 1909), pp. 58-61.

Additional forms of entertainment were available in the neighbouring town of Windsor. Amateur concerts were held there frequently for various needy benefits.⁸⁴ Windsor also hosted such amateur theatrical productions as "The Lady of Lyons"⁸⁵ which was accessible to the inhabitants of the distillery village, should they desire to travel the mile and one-half distance to the downriver community.

Various sports seemed to be popular in Walkerville and provided an additional source of recreation and amusement. The popularity of bowling has already been related.⁸⁶ In the 1880's baseball was evident, with the Windsor "Clippers"⁸⁷ and Detroit "Pearls"⁸⁸ providing opposition for the Walkerville team. Windsor lacrosse teams engaged Walkerville opposition, although the latter was probably not an organized club, but rather a group of local enthusiasts.⁸⁹ Boat-racing provided an additional sport attraction, in which the Walkers entered their own craft.⁹⁰ In 1889 a gun club was organized among

⁸⁴Detroit Advertiser and Tribune, May 4, 1866 and September 10, 1866.

⁸⁵Detroit Advertiser and Tribune, April 16, 1868.

⁸⁶Supra, Ch. II, p. 33.

⁸⁷Amherstburg Echo, ca. June 1884, Article 46.

⁸⁸Ibid., ca. July, 1884, Article 51.

⁸⁹Ibid., ca. September 10, 1884, Article 67.

⁹⁰Ibid., ca. August, 1884, Article 54.

some of the men in the village.⁹¹

By 1884, the unincorporated village of Walkerville consisted of four streets extending north and south, and five running east and west.⁹² Probably the first to be laid out was the Walker Road or Fifth Street about 1860.⁹³ West of the Walker Road, and parallel, were Fourth, Third and Second Streets in that order. The east-west streets in the village were Sandwich, on the riverfront, with Assumption, Brant, Wyandotte and Tuscarora Streets parallel and south of Sandwich Street. Tuscarora constituted the de facto southern limits of the hamlet.⁹⁴

The distillery buildings were situated on the riverbank between the main street (Sandwich Street) and the river. These buildings included the feed mill and drying elevator, a ferry house by 1884, barber shop, the grain elevator and malthouse, the Walker residence and driving shed, various warehouses, waterworks, mill and distillery, boiler house and rectifying still house and a large lumber yard and coal yard.⁹⁵ On the south side of Sandwich Street, was a three

⁹¹Ibid., ca. April 12, 1889, Article 58.

⁹²Goad, Map of Walkerville, Ontario, February 1884, Sheet Two.

⁹³Chauvin, "Hiram Walker, His Life . . .", Ch. XII, p. 5.

⁹⁴Goad, Map of Walkerville, Ontario, February 1884, Sheet Two.

⁹⁵Ibid., Sheet One and Sheet Two.

storey structure⁹⁶ built in 1882.⁹⁷ The first floor housed several stores, while the second floor was the location of the Walkerville Music Hall, which served as a type of community centre, in which dances, entertainments, lectures and socials might be held, and which accommodated nearly six hundred persons.⁹⁸ A reading room was also located on the second floor, while various lodge rooms occupied the remaining storey. Also in this triangular area bounded by the railway tracks, Sandwich Street, and the Walker Road, were located a brick stable, several bonded warehouses, a wooden firemen's hall and reading room, the little brick church, a butcher shop, the fire-engine house, a paint shop, a cooper shop where all the Walker barrels were manufactured and hooped, a carpenter's shop, the Walker planing mill and stave factory, with its large adjacent wood-pile. All these structures without exception were owned by the Walker interests.⁹⁹

A building "boom" in the early eighties resulted in a considerable increase in the number of residential dwellings.¹⁰⁰ By 1884 the west side of Third Street from

⁹⁶Ibid., Sheet One.

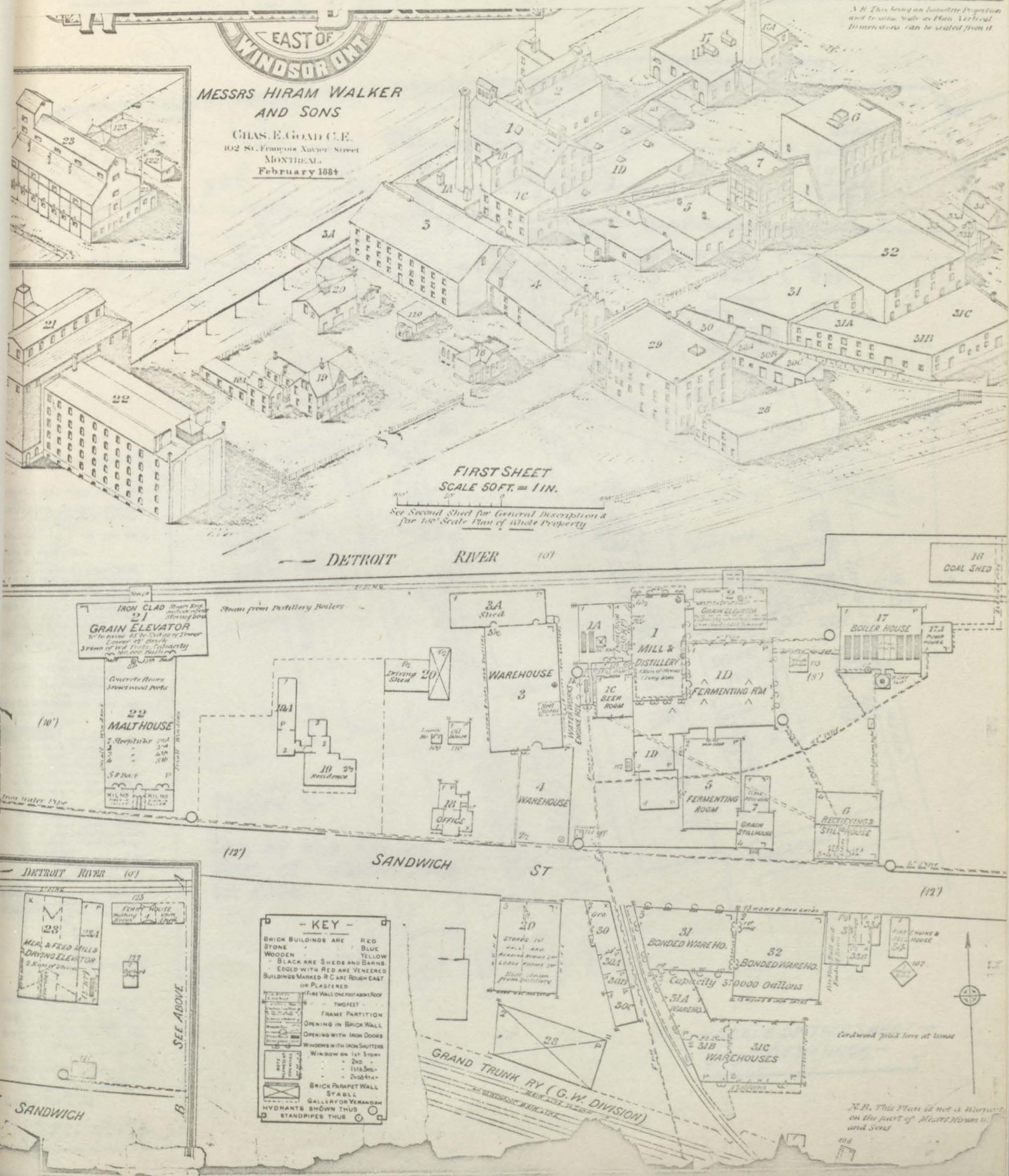
⁹⁷Amherstburg Echo, ca. August 1882, Article 257.

⁹⁸Ibid., ca. February 29, 1884, Article 15 and ca. May 1884, Article 25.

⁹⁹Goad, Map of Walkerville, Ontario, February 1884, Sheet One and Sheet Two.

¹⁰⁰Amherstburg Echo, ca. March 1882, Article 197; ca. April 1882, Article 242; ca. February 1884, Article 19; ca. March 1881, Article 157.

Figure 4-Goad's Map of the Walkerville Waterfront in 1884.



UNIVERSITY OF WINDSOR LIBRARY

CHAS. E. GARD C.E.
102 St. Francis Xavier Street
MONTREAL
FEBRUARY 1889

WALKERVILLE DISTILLERY
= SECOND SHEET =
SPECIAL SURVEY N^o 55

DETROIT - RIVER

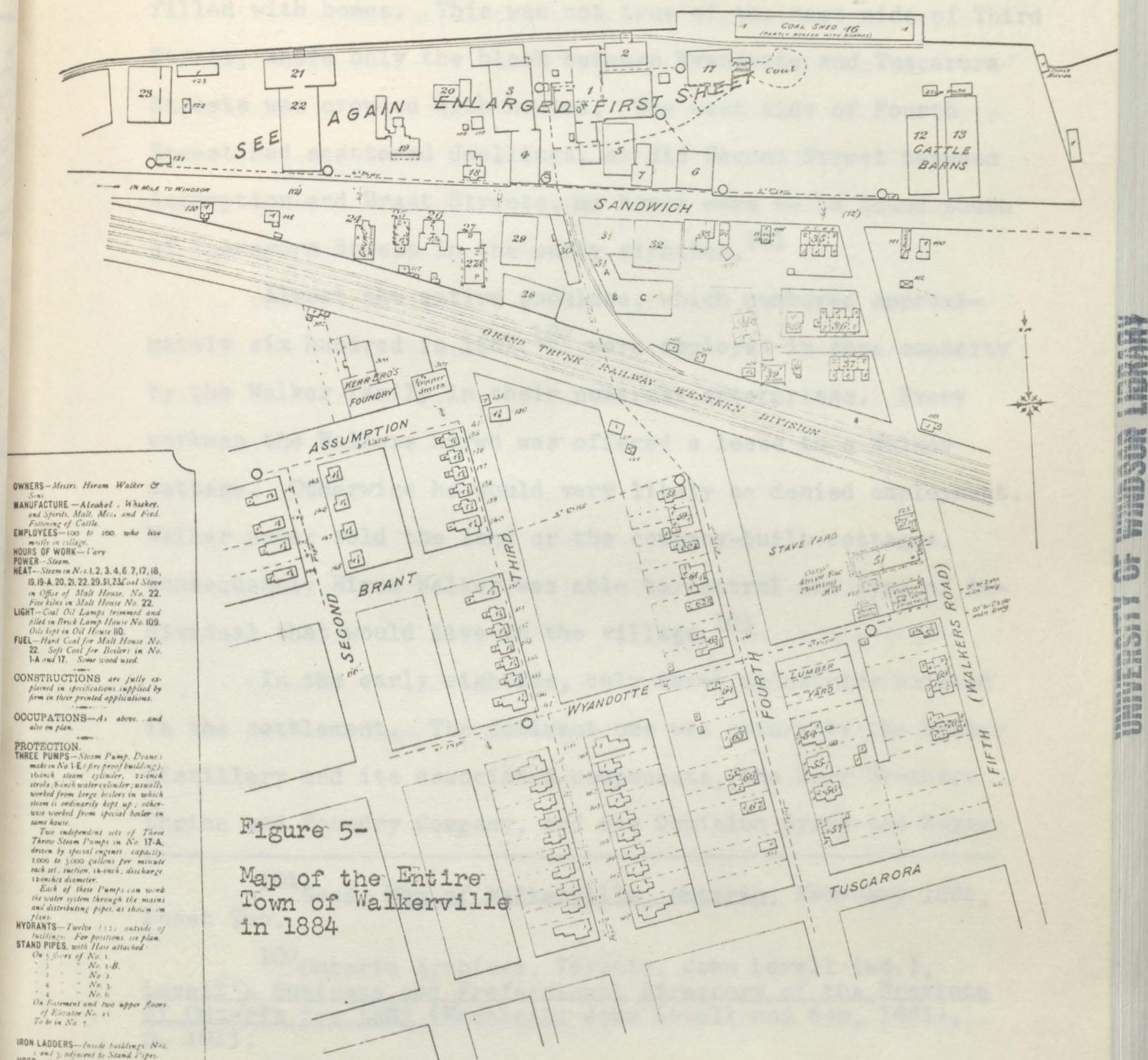


Figure 5-
Map of the Entire
Town of Walkerville
in 1884

—SCALE OF THIS SHEET—
—100 FT = 1 INCH—

OWNERS—Messrs. Hiram Walker & Sons
MANUFACTURE—Alcohol, Whiskey, and Spirits, Malt, Moss, and Feed, Estimating of Cattle
EMPLOYEES—100 to 200 who live mostly in village
HOURS OF WORK—Vary
POWER—Steam
HEAT—Steam in Nos. 1, 2, 3, 4, 6, 7, 17, 18, 19, 19-A, 20, 21, 22, 29, 31, 32, Coal Stove in Office of Malt House, No. 22, Five kilns in Malt House No. 22.
LIGHT—Coal Oil Lamps trimmed and filled in Brick Lamp House No. 109, Oil kept in Oil House 110.
FUEL—Hard Coal for Malt House No. 22, Soft Coal for Boilers in No. 1-A and 17. Some wood used.
CONSTRUCTIONS are fully explained in specifications supplied by firm in their printed applications.
OCCUPATIONS—As above, and also on plan.
PROTECTION
THREE PUMPS—Steam Pump, Deane's make in No. 1-E (fire proof building), 16-inch steam cylinder, 22-inch stroke, 3-inch water cylinder, usually worked from large boilers in which steam is ordinarily kept up; otherwise worked from special boiler in same house.
Two independent sets of Three Thru Steam Pumps in No. 17-A, driven by special engines, capacity, 1000 to 1500 gallons per minute each set, suction, 18-inch, discharge, 12-inch diameter.
Each of these Pumps can work the water system through the mains and distributing pipes, as shown on plan.
HYDRANTS—Twelve (12), outside of buildings. For positions, see plan.
STAND PIPES, with Hoses attached
On 5 floors of No. 1.
- 2 - No. 1-B.
- 3 - No. 2.
- 4 - No. 3.
- 4 - No. 6.
On Basement and two upper floors of Elevator No. 21.
To be in No. 7.
IRON LADDERS—Inside buildings Nos. 1 and 3, adjacent to Stand Pipes.
HOSE—About 5000 feet on two Hoses Reels and on various Stand Pipes.
WATCHMEN—Three Night, one Sunday, Three Clocks, one with 12, and two with 6 legs. One man rings half-hour bell.
FIRE COMPANIES—Two Hose Companies, one Hook and Ladder Co., about 15 members in each Company, composed of employees.
ELECTRIC FIRE ALARM.
N.B.—This plan is not a Warranty on the part of Messrs. HIRAM WALKER & SONS.

UNIVERSITY OF WINDSOR LIBRARY

Assumption Street south to Tuscarora Street was almost entirely filled with homes. This was not true of the east side of Third Street, where only the block between Wyandotte and Tuscarora Streets was crowded with houses. The east side of Fourth Street had scattered dwellings, as did Second Street between Assumption and Brant Streets, no homes were to be found south of Tuscarora Street in the early eighties.¹⁰¹

Almost the entire populace, which numbered approximately six hundred in 1882,¹⁰² were employed in some capacity by the Walker family in their numerous enterprises. Every workman the Walkers hired was offered a lease to a Walker cottage. Otherwise he would very likely be denied employment. Walker never sold the land or the company-built cottages. Consequently Hiram Walker was able to control the type of individual that would live in the village.¹⁰³

In the early eighties, only three industries existed in the settlement. The dominant one was naturally the Walker distillery and its associated components, the Kerr Brothers Engine and Foundry Company, and the Dominion Syrup and Sugar

¹⁰¹Goad, Map of Walkerville, Ontario, February 1884, Sheet Two.

¹⁰²Ontario Archives, Toronto. John Lovell (ed.), Lovell's Business and Professional Directory of the Province of Ontario for 1882 (Montreal: John Lovell and Son, 1883), p. 1013.

¹⁰³Burton Historical Collection, Detroit Public Library. "Neither Town Nor City", Detroit Journal, May 10, 1890, p. 2.

Refining Company¹⁰⁴ which was organized about 1878.¹⁰⁵

In summation, after twenty-five years of existence, the unincorporated village of Walkerville had a population of approximately six hundred souls. Almost all of these people lived in cottages built and owned by Hiram Walker. They worked in Walker establishments. They used and drank water pumped through pipes laid by the Walkers. They received police protection free of charge and likewise free fire protection from the Walkers. Those religiously inclined might attend St. Mary's Church constructed by Hiram Walker, and named after his late wife. The children of the community attended school on a site donated by Hiram Walker. In the absence of a banking establishment, the inhabitants might place their savings in the Walker bank at seven per cent interest rates.¹⁰⁶ Walkerville, indeed, was Walker's town and he planned it and exercised complete jurisdiction over it for his own benefit and for those who resided in it.

¹⁰⁴Lovell, p. 1013.

¹⁰⁵Amherstburg Echo, ca. December, 1878, Article 87.

¹⁰⁶Ibid., ca. March 1879, Article 94.

CHAPTER III

WALKERVILLE IN TRANSITION

Walkerville remained a rather small unincorporated post village until the middle eighties. Almost entirely the property of Hiram Walker, the hamlet was partially settled only in the north-east section. Industrially, Walkerville was dominated by the giant distillery complex and its complement industries. A decade later, by 1895, the same village would have experienced a transformation which changed it into a bustling industrial town, a miniature "Birmingham of Canada",¹ still, however, strongly influenced by the Michigan distiller. The catalytic factor in this amazing metamorphosis was the development of transportation facilities under Walker's initiative.

The initial event in this transition occurred in 1880 with the establishment of ferry service between Walkerville and Detroit.² Walker had left his Walkerville "Cottage" in 1864. Nevertheless his numerous Canadian interests compelled him to traverse the Detroit River daily. Since it

¹Compendium of History and Biography of the City of Detroit and Wayne County, Michigan (Chicago: Henry Taylor and Co., 1909), p. 354.

²Hiram Walker-Gooderham & Worts Ltd. Library, Walkerville. Francis X. Chauvin, "Hiram Walker, His Life and His Work and the Development of the Walker Institutions in Walkerville, Ontario", [1927], Ch. XX, p. 1.

was the only one available, the distiller was obliged to utilize the Detroit-Windsor ferry. These trips in themselves were not unduly time-consuming, but the short distance to Walkerville sometimes was most tedious, as the river road was a sea of mud at various times of the year.³ In Detroit, Jefferson Avenue East was paved with cedar blocks, and Walker reasoned that a vessel running between the American shore and the distillery would prove most advantageous. Such logic prompted him to lease the ferry "Essex" from the Jenking Bros. in 1880.⁴ Docking facilities were erected at the northern end of Second Street in Walkerville and at Walker Street in Detroit, one block east of Joseph Campeau. Initially, the service was irregular, since the primary purpose of the arrangement was to provide for Hiram Walker's personal convenience. Not until 1881, did the innovation become a commercial enterprise necessitating a more regular schedule.⁵ That year witnessed the introduction of the "Ariel" constructed by Captain John Oades of Detroit, specifically for the Walkerville run.⁶ This vessel was wooden, steam powered and ninety-six feet in length.⁷ Throughout the summer, it followed a

³Ibid., Ch. XX, p. 1. ⁴Ibid.

⁵Ibid., Ch. XX, p. 4.

⁶Amherstburg Echo, November 11, 1881, Article 177.

⁷"Ariel", The Detroit Marine Historian, II, No. 9 (May-June 1949), 2.

triangular course touching at Belle Isle.⁸ An additional steamer, the "Sappho", was maintained by the Walkers exclusively for excursion purposes.⁹

The ferry terminus in Detroit was moved in 1882 to Joseph Campeau where it was to remain for the duration of the ferry service.¹⁰ Until 1888 the enterprise was known as Walker and Sons Ferry, but the latter year saw the inauguration of the Walkerville and Detroit Ferry Company with Hiram Walker, E. C. Walker, F. H. Walker and J. H. Walker as the first officers of the firm. Until the mid-twenties, the enterprise was not a financial success, and during the period from 1888 to 1922, only two years were profitable.¹¹ In an attempt to overcome the perennial losses, and to better compete with the rival downstream service, a schedule change in 1913 introduced a fifteen minute service in lieu of the previous twenty minute interval.¹² In the summer of the same year, a new companion ferry, the "Essex", constructed by the Toledo Shipbuilding Company was introduced on the short run. The presence of two vessels made possible a ten minute rush hour service in 1914.¹³

⁸ Amherstburg Echo, ca. January 1882, Article 190.

⁹ Ibid., ca. May 1884, Article 33.

¹⁰ Chauvin, Ch. XX, p. 5.

¹¹ Ibid. ¹² Ibid.

¹³ Ibid., Ch. XX, p. 6.

brick b Water transportation was important for Walkerville, but under the guidance of Hiram Walker, land transportation was to occupy a more vital role in the development of the town.

Walker, Two years after the commencement of the ferry service, in 1882, a fierce conflagration swept the Walkerville waterfront levelling the extensive stock enclosures adjacent to the distillery. Personnel and apparatus of the Detroit Fire Department, in addition to the three Walkerville companies, battled the stubborn blaze for nearly seven hours before it was under control. The flames spread with great rapidity through the wooden, hay-filled structures, and only the presence of a strong wind which blew towards the river saved the village from possible destruction. Fruitless efforts were undertaken to liberate the occupants of the barns, 331 head of cattle, and the total loss caused by the catastrophe was estimated at twenty-five thousand dollars.¹⁴

Even prior to the devastating holocaust, Walker had decided to dismantle the wooden cattle barns and replace them with fire-proof distillery buildings.¹⁵ Indeed, the stockyards were in the process of reconstruction at the corners of the Walker and Tecumseh Roads, approximately a mile and one-half south of their riverfront location. By 1882 eight

¹⁴ Amherstburg Echo, ca. November 1882, Article 267.

¹⁵ Ibid.

brick barns had been erected which possessed facilities for 1600 head of cattle.¹⁶ The relocation of the stockyards was the initial link of a most important development in Walkerville's history and that of South Essex as well, as Hiram Walker, distiller, became a railroad builder.

Walker derived his first railway experience from the construction of a short line from the stockyards at the corner of Tecumseh and Walker Roads to the Grand Trunk Railway on the riverfront. This miniature railway was built in 1883, and its purpose was to transport Walker cattle from the yards to the Grand Trunk siding for shipment to eastern points.¹⁷ About the same year, difficulties arose over the transport of hay from Walker's extensive holdings in Colchester Township to the new cattle barns.¹⁸ After pressing the loose hay into bales using a steam hay presser,¹⁹ mammoth wagons drawn by two teams of horses or tractor engines²⁰ hauled the hay to Amherstburg from where it was shipped to Walkerville by

¹⁶Amherstburg Echo, ca. August 1882, Article 257.

¹⁷Chauvin, Ch. XXII, p. 1.

¹⁸Carnegie Library, Windsor. "Story Told of Canadian Section of the Pere Marquette Railway", Amherstburg Echo, August 28, 1947, as filed in Windsor Ferries Streetcars and Buses, IX, 83: Historical Scrapbooks.

¹⁹Amherstburg Echo, October 27, 1882, p. 8. Hereafter all excerpts from Amherstburg Echo, which do not list an article number are from the files of N. F. Morrison. The original newspaper is no longer available for consultation.

²⁰Ibid., ca. April 10, 1885, Article 113.

water.²¹ The wagons, nine feet in width, were capable of bearing loads of up to nine tons, although usually they were required to move burdens of five tons. The immensity of these trailers may be indicated by the eight foot height of the rear wheels, while the smaller front wheels were three and one-half feet in diameter, with five inch tires.²² The weight of such massive vehicles wreaked havoc on the rather flimsy county bridges, sometimes damaging them and generally causing much inconvenience and distress to the rural populace.²³ Moreover, the relocation of the cattle barns proved most inconvenient since the vessels had to be emptied of their cargo at the Walker dock, then the shipment had to be reloaded for conveyance to the stock enclosures, a distance of approximately one and one-half miles. These two factors must have influenced Walker's decision to extend his line and build a bonafide railroad, but he saw additional personal gains as well. The American distiller possessed extensive agrarian holdings in extreme south Essex County, and it was desirable that improved communications be established between this Marshfield area and Walkerville. Then too, there seemed to be a distinct possibility of incorporating the Walker interests with those of the inhabitants of South Essex

²¹Ibid., October 27, 1882, p. 8.

²²Ibid., ca. April 10, 1885, Article 113.

²³Chauvin, Ch. XXII, p. 2.

who lacked adequate railway facilities at that time. The Grand Trunk Railway served the northern portions of the county along Lake St. Clair and the Michigan Central Railway (originally the Canada Southern) followed a diagonal route from Tilbury on the northwest to Gordon (Amherstburg) on the southwest.²⁴ The introduction of proper rail facilities would surely provide extensive freight and passenger traffic. A railway to those areas of South Essex would enable Walker to transport his farm produce directly to the distillery and cattle barns with a minimum of handling. In addition, it was in the winter that his herds of cattle required feed and a railroad would remove that element of uncertainty associated with water transportation in the cold season. The presence of a railway with the possibility of connections with eastern rail lines would enhance the value of the Walker land-holdings as well. In addition, the period of the 1880's was one of rapid railway expansion, a development which had been given increased impetus through the Dominion subsidy policy of 1882, which provided for government assistance of \$3200.00 per mile on intraprovincial lines.²⁵ This was undoubtedly a consideration in the actions of the distiller. Finally, in Walkerville, Walker reigned undisputed monarch of all under his surveillance. If he

²⁴Carnegie Library, Windsor. Historical Scrapbooks, IX, 83.

²⁵Chauvin, Ch. XXII, p. 2.

cherished a railway, he would have it, if humanly possible. As in his other endeavours, he would tolerate no interference from other sources, but would accept nothing less than complete control over the enterprise.

Accordingly, on May 1, 1885, the Dominion Parliament enacted legislation to incorporate the Lake Erie, Essex and Detroit River Railway Company. The incorporators were: William Scott, F. H. Walker, John Coventry, Alexander Cameron, Hiram Walker, Alison L. Hitchcock, W. A. Foster and M. A. McHugh. The authorized capital of the company was to be one million dollars divided into ten thousand shares of one hundred dollars each.²⁶ Under the authority of an Order In Council of March 25, 1888, the Lake Erie, Essex and Detroit River Railway was admitted to contract for the construction of its line on April 6, 1888.²⁷ On December 22, 1888, the L.E.E. and D.R. Ry. was authorized to open the line as far as Cedar Creek station for traffic.²⁸ By the spring of 1889, the railway had spanned the thirty-eight mile distance between Walkerville and the Town of Leamington.²⁹ The stations

²⁶Dominion Statute, 48-49 Victoria, c. 21, s.'s 1 and 4.

²⁷Dominion of Canada, Sessional Papers (1890), Vol. 13, No. 19: "Annual Report of the Minister of Railways and Canals, July 1888-June 30, 1889", p. xxxv.

²⁸Ibid.

²⁹Ibid., No. 19A: "Railway Statistics of Canada, 1889", Table Showing Location of Railways of the Dominion of Canada, 30th June, 1889, p. 10.

en route were located at Walkerville, Walkerville Junction, Pelton, Oldcastle, Paquette, McGregor, New Canaan, Marshfield, Harrow, Arner, Kingsville, Ruthven and Leamington.³⁰

At this time the rolling stock of the Lake Erie, Essex and Detroit River Railway consisted of four locomotives, seven first-class passenger coaches, two second-class coaches, a single baggage car, twenty cattle cars, with ninety-five flat cars.³¹ The authorized capital of the line was one million dollars and by June 30, 1889, stockholders had subscribed for \$200,000³² or two thousand shares. The Walkers owned 1670 of them.³³ The entire cost of the thirty-eight miles between Walkerville and Leamington was \$406,625.43,

³⁰Carnegie Library, Windsor. The Weekly Record, January 1, 1892, p. 7.

³¹Dominion of Canada, Sessional Papers (1890), Vol. 13, No. 19A: "Summary Statements", A Summary Statement of the Different Descriptions of Rolling Stock for the Year Ended June 30, 1889, pp. 26-27.

³²Ibid., Summary Statement of Capital for the Year Ended June 30, 1889.

³³Chauvin, Ch. XXII, p. 5. Stock was held in the following proportions:

Hiram Walker	470 shares - \$	47,000
E. Chandler Walker	400 shares -	40,000
Franklin H. Walker	400 shares -	40,000
J. Harrington Walker	400 shares -	40,000
C. Merrill Walker	50 shares -	5,000
John Coventry	20 shares -	2,000
M. A. McHugh	50 shares -	5,000
Thos. Reid	100 shares -	10,000
G. J. Leggatt	10 shares -	1,000
Willard Parker	100 shares -	10,000
	<u>2000 shares -</u>	<u>\$200,000</u>

³⁴Chauvin, Ch. XXII, p. 7.

including sidings and rolling stock. Federal government subsidies accounted for \$106,500 of an authorized \$118,400,³⁴ and municipal bonuses were \$45,000.³⁵ During the initial six months of operations, the Lake Erie, Essex and Detroit River Railway carried 16,184 passengers and transported 10,352 tons of freight.³⁶ The profits accruing to the company following these six months were \$6,950.52.³⁷

At the time of the opening, the officials of the railway included Hiram Walker, president, E. C. Walker, treasurer and manager, and C. F. Hansen, superintendent.³⁸ In 1889, William Woollatt succeeded Hansen as superintendent. At the age of thirty-four years, Mr. Woollatt had spent his entire business life in various aspects of railroading. He started his career with the Northern Railway Company at Toronto, where he was employed as a member of the office staff

³⁴Dominion of Canada, Sessional Papers (1890), Vol. 13, No. 19A: "Summary Statements", Summary Statement of Capital for the Year Ended June 30, 1889.

³⁵Ibid., Statement of Aid Granted to Railways by Municipalities for the Year Ended June 30, 1889, pp. 52-53. Aid was as follows: Township of South Colchester - \$20,000; Township of Garfield - \$15,000; Kingsville - \$10,000.

³⁶Ibid., Summary Statement of the Operations of the Year and Mileage for the Year Ended June 30, 1889, pp. 30-31.

³⁷Ibid. The earnings are listed as \$19,332.99 (see Summary Statement of Earnings for the Year Ended June 30, 1889, pp. 36-37). The total operating expenses are listed as \$13,882.47 (Summary Statement of Operating Expenses for the Year Ended June 30, 1889, pp. 38-39). Therefore the profits are \$6,950.52.

³⁸Chauvin, Ch. XXII, p. 7.

until 1878, when a promotion elevated him to the position of chief clerk in the passenger and auditing departments. In 1888 the Northern Railway Company became part of the Grand Trunk system, and in early 1889, Mr. Woollatt left the Grand Trunk and assumed the position of general superintendent and traffic manager with the Walker road. On May 1, he was elected to the position of general manager.³⁹ In addition to his railway duties, he became prominent later in the development of Methodism in Walkerville.⁴⁰

On July 31, 1891, a private act passed by the Dominion Parliament authorized the change in name of the Walker railroad to the Lake Erie and Detroit River Railway, deleting Essex from the name of the company.⁴¹ Two years later, on April 1, 1893, the railway which had been incorporated under federal and provincial charters, and in this sense, constituted two separate corporations, was officially amalgamated into a single company acting under Dominion authority.⁴²

Under the supervision of Woollatt, the Lake Erie and Detroit River Railway was granted government permission to

³⁹Commemorative Biographical Record of the County of Essex, Ontario (Toronto: J. H. Beers and Co., 1905), p. 166.

⁴⁰Infra, Ch. V, p. 115.

⁴¹Dominion Statute, 54-55 Victoria, c. 88.

⁴²Dominion Statute, 56 Victoria, c. 50.

extend its line to Ridgetown, Ontario, on December 20, 1892.⁴³ In the spring of 1893, the extension was not only completed but in addition, a branch line from Foster's to Decew's Mills was laid.⁴⁴ The expenses of the extension were defrayed in part by a Dominion subsidy and municipal bonuses.⁴⁵ By this time, the Lake Erie and Detroit River Railway derived the greatest portion of its profits from freight, although it still remained popular for passengers as well.⁴⁶

In 1894 the railway was further extended through the lease of the London and Port Stanley Railway Company which connected London and Port Stanley on Lake Erie. The lease was to be for twenty years from January 1, 1894. The Walker road was to pay an annual rent of \$10,000 and ten percent of

⁴³ Dominion of Canada, Sessional Papers (1895), Vol. 7, No. 10: "Annual Report of the Department of Railways and Canals for Year July 1, 1893-June 30, 1894", p. xxxiii.

⁴⁴ Dominion of Canada, Sessional Papers (1894), Vol. 8, No. 10: "Annual Report of the Department of Railways and Canals for Year Ended June 30, 1893", Table Showing Locations of the Railways of the Dominion of Canada, Ending June 30, 1893, p. 436. The Railway was now 88.05 miles in length.

⁴⁵ Ibid., "Summary Statements", Statement of Aid Granted to Railways by Municipalities, June 30th, 1893, p. 487. Aid given by the municipalities was as follows: Township of Raleigh, \$10,000; Township of Romney, \$10,000; Township of East Tilbury, \$5,000; Blenheim, \$5,000; Ridgetown, \$12,500.

⁴⁶ Dominion of Canada, Sessional Papers (1895), Vol. 7, No. 10: "Summary Statements", Summary Statement of Earnings for the Year Ended June 30, 1894, pp. 434-35. The gross earnings for the fiscal year ending June 30, 1894, were as follows: passenger traffic, \$45,704.63, from 106,611 passengers carried; freight traffic, \$80,995.55. The remainder came from mails, express and other sources. The net earnings for the year ending June 30, 1894 were a prosperous \$31,231.38.

any gross earnings over \$80,000 for the leasing privilege.⁴⁷ This addition brought the entire length of the Lake Erie and Detroit River Railway to 125.80 miles including fourteen miles of sidings.⁴⁸ Four years later, in 1898, the Erie and Huron Railroad linking Rondeau to Sarnia was purchased and became part of the Lake Erie and Detroit River Railway.⁴⁹ This transaction extended the mileage of the road to 211.20 miles including sidings.⁵⁰ The following year, 1899, Ottawa authorized a subsidy for the eastward extension of the road from the Ridgetown terminus to St. Thomas. On June 23, 1900, the railway was admitted to enter into a contract for the extension of the line⁵¹ and in the summer of 1901 the Ridgetown-St. Thomas link was completed.⁵² An additional Dominion

⁴⁷Dominion Statute, 57-58 Victoria, C. 76, s.'s 1 and 5.

⁴⁸Dominion of Canada, Sessional Papers (1896), Vol. 7, No. 10: "Summary Statements", Summary Statement of Characteristics of Roads, etc., for the Year Ended June 30, 1895, pp. 434-35.

⁴⁹Chauvin, Ch. XXIII, p. 3.

⁵⁰Dominion of Canada, Sessional Papers (1900), Vol. 8, No. 10: "Summary Statements", Summary Statement of Characteristics of Roads, etc., for the Year Ended June 30, 1899, pp. 28-29.

⁵¹Dominion of Canada, Sessional Papers (1903), Vol. 8, No. 20: "Annual Report of the Department of Railways and Canals for Year Ended June 30, 1902", p. xxxi.

⁵²cf. Dominion of Canada, Sessional Papers (1902), Vol. 8, No. 20: "Steam and Electric Railway Statistics", Table Showing Location of the Steam Railways of the Dominion of Canada, June 30, 1901, p. 14 and Dominion of Canada, Sessional Papers (1903), Vol. 8, No. 20: "Steam and Electric

subsidy⁵³ and municipal bonuses were granted for this extension too,⁵⁴ so that on the completion of the line, with eastern terminus at St. Thomas, the total municipal bonuses were \$99,000,⁵⁵ while the Dominion aid accounted for \$475,851.⁵⁶ Following the extension of the railway to St. Thomas, the Lake Erie and Detroit River Railway consisted of 259.17 miles of track including sidings.⁵⁷ The two branch lines permitted access to American points at Sarnia and Lake Erie, and its intersection with trans-Canadian lines provided it with most extensive facilities.

Railway Statistics", Table Showing Location of Railways up to June 30, 1902, p. 16. A comparison of these two tables indicates that the St. Thomas extension was completed between June 30, 1901 and June 30, 1902. However Chauvin lists the line as completed by July 1, 1901 (Chauvin, Ch. XXIII, p. 4). Morrison, using "statistical information supplied by the Federal Department of Transport, Ottawa", cites July 1, 1901, as the date at which St. Thomas became the eastern terminus of the railway (Neil F. Morrison, "Old Walkerville Station Drops From Sight", The London Free Press, October 25, 1958, p. 17).

⁵³Dominion of Canada, Sessional Papers (1904), Vol. 8, No. 20: "Steam Railway Summary Statistics", Statement of Aid Granted to Railways by Governments up to the Year Ended June 30, 1903, p. 76. The additional subsidy was \$137,120.

⁵⁴Ibid., Statement of Aid Granted to Railways by Municipalities up to the Year Ended June 30, 1903, p. 85. The additional municipal bonuses were: from the Township of Alborough, \$7000; from the Township of Oxford, \$2000; from the Village of Dutton, \$2500.

⁵⁵Ibid., Statement of Aid Granted to Railways by Municipalities up to the Year Ended June 30, 1903, p. 85.

⁵⁶Ibid., Statement of Aid Granted to Railways by Governments up to the Year Ended June 30, 1903, p. 76.

⁵⁷Ibid., Summary Statement of Characteristics of Roads, etc., for the Year Ended June 30, 1903, pp. 32-33.

The railway venture proved to be an unqualified success⁵⁸ from the very outset. Numerous excursions were featured by the company which brought passengers from outlying points to Detroit and vicinity, utilizing the Walkerville ferry in the process. Sometimes the excursionists numbered several hundred,⁵⁹ especially in the summer months, when Belle Isle became a favorite retreat for inhabitants of such towns as Leamington, Ruthven,⁶⁰ Kingsville⁶¹ and Harrow.⁶² In 1889 the enterprising Walkers led by Edward C. Walker constructed a huge hotel at Kingsville, known as the Mettawas.⁶³ However this venture never proved as successful financially as the other Walker investments and was a constant source of consternation to the elder Walker, especially after two years

⁵⁸Dominion of Canada, Sessional Papers (1903), Vol. 8, No. 20: "Steam Railways, Summary Statistics", Summary Statement of the Operations of the Year and Mileage for the Year Ended June 30, 1902, pp. 40-41. For the year ending June 30, 1902, the road transported 546,058 passengers and carried 651,247 tons of freight. Also the net earnings for the same period as above were \$183,813.82 (Ibid., Summary Statement of Earnings for the Year Ended June 30, 1902, pp. 56-57). These figures represent the business conditions of the Walker railway just before it was sold by the Walker sons in 1903.

⁵⁹Amherstburg Echo, January 4, 1889, p. 6; Ibid., February 1, 1889, p. 4; Ibid., September 5, 1890, p. 8.

⁶⁰Amherstburg Echo, May 10, 1889, p. 8.

⁶¹Ibid., January 25, 1889, p. 6.

⁶²Ibid., August 1, 1890, p. 4; Ibid., June 8, 1894, p. 4.

⁶³Ibid., July 5, 1889, p. 6.

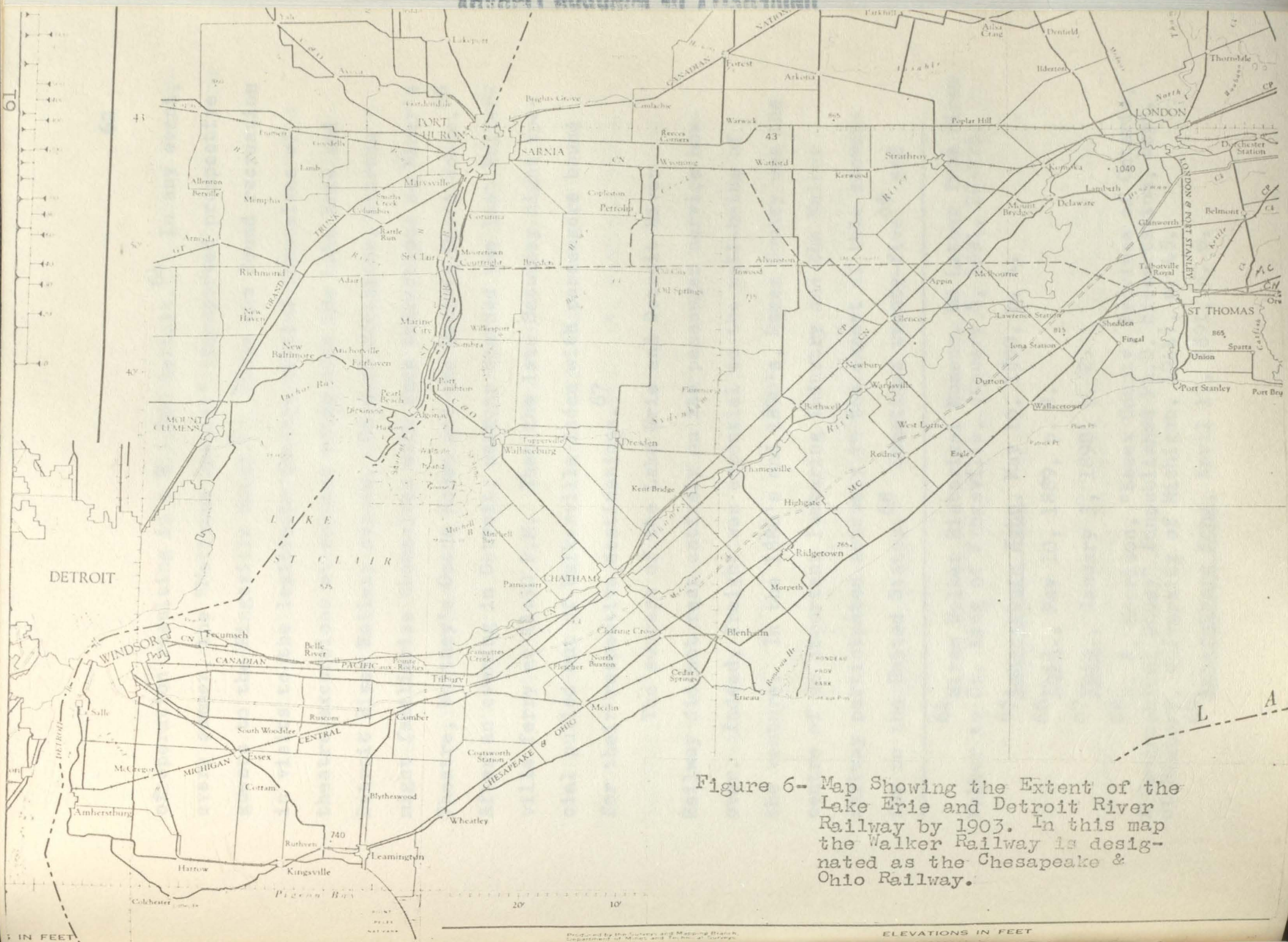


Figure 6- Map Showing the Extent of the Lake Erie and Detroit River Railway by 1903. In this map the Walker Railway is designated as the Chesapeake & Ohio Railway.

of operation resulting in a \$35,000 deficit.⁶⁴ In any event, every summer, the "Mettawas Special" transported prospective guests to the Kingsville hotel.⁶⁵ Those who found recreation in visits to the legitimate theatre availed themselves of theatre excursions at reduced rates over the Lake Erie and Detroit River Railway system. On such occasions, patrons might familiarize themselves with such attractions as Miner's Theatre, Whitney's Opera House and the Detroit Opera House.⁶⁶ After an evening in Detroit, patrons boarded the last Walkerville ferry at 11:30 P.M. Then the late Saturday night special pulled out of Walkerville laden with passengers bound for their respective destinations.⁶⁷

The success of the Lake Erie and Detroit River Railway did not rest entirely on its passenger service however. Indeed, freight was essential to the well-being of the venture. In the 1880's and 1890's, Essex County was the centre of an important lumbering industry and the Walker railway participated actively in the export of this commodity to the United States.⁶⁸ Sometimes twenty-five⁶⁹ and

⁶⁴Hiram Walker Historical Museum, MS Letter from Hiram Walker to Dr. King of Kingsville, January 6, 1891, 20-226.

⁶⁵Amherstburg Echo, May 16, 1890, p. 4.

⁶⁶Ibid., May 10, 1889, p. 8.

⁶⁷Ibid., January 3, 1890, p. 2.

⁶⁸N. F. Morrison, "Essex County, Province of Ontario, A Geographical Study" (unpublished Ph.D. dissertation, Dept. of History, University of Michigan, 1944), p. 45.

⁶⁹Amherstburg Echo, April 17, 1891, p. 6.

thirty-five⁷⁰ flatcars of elm logs would be shipped to Walkerville, where they would be towed by water to such destinations as Detroit and Wyandotte, Michigan.⁷¹

An additional important item of freight, and one to which the rail service actually gave impetus, was the shipment of fresh fish, market vegetables and fruits from southern Essex County to the cities of Detroit and Windsor.⁷² Perishables shipped from Leamington at night could reach Detroit breakfast tables and markets the following morning.⁷³

In 1889 the Lake Erie and Detroit River depot was erected in Walkerville. A conservative structure in terms of size, the two-storey building with slate roof and stone foundation⁷⁴ on the corner of Assumption Street and Second Avenue⁷⁵ was declared the "handsomest [station] in Western Ontario", upon completion.⁷⁶ The interior was finished in

⁷⁰Ibid., June 7, 1895, p. 5.

⁷¹Neil F. Morrison, Garden Gateway to Canada (Toronto: The Ryerson Press, 1954), p. 148.

⁷²Amherstburg Echo, November 7, 1890, p. 8; Ibid., July 14, 1893, p. 2.

⁷³N. F. Morrison, "L.E.E. and D.R.R. Helped Build Essex County", The London Free Press, October 25, 1958, p. 17.

⁷⁴Amherstburg Echo, December 6, 1889, p. 6, Article 204.

⁷⁵Hiram Walker Historical Museum, C. E. Goad, Map of Walkerville, Ontario, December 1890, Sheet Three.

⁷⁶Amherstburg Echo, December 6, 1889, p. 4, Article 202.

red oak. The offices of the general manager, traffic manager, superintendent and station agent occupied the first floor, in addition to the separate waiting rooms for ladies and gentlemen. The second floor was partitioned into several offices and the boardroom in which the railway officials held periodic meetings.⁷⁷ Later the grounds about the station were landscaped and the flower gardens must have presented a very attractive sight to passers-by.⁷⁸

In January 1903, the Lake Erie and Detroit River Railway was purchased by the Pere Marquette interests for a sum of \$2,870,000. The little railway which was started as an expedient to a cattle-business had proven a most lucrative investment for the Walker family. Between 1887 and 1892, the road had accumulated a surplus of \$25,902.75. The operations for the period 1892 to 1903 showed a flourishing credit balance of \$175,204.08. Just before the sale of the railway, the three Walker sons received dividends of \$163,200.57 - quite a pecuniary testimony to the business acumen of their late father.⁷⁹

Transportation became an integral part of the Walker-ville scene in the 1880's and the final stage in this

⁷⁷Ibid., December 6, 1889, p. 6, Article 204.

⁷⁸Ibid., June 30, 1893, p. 4, Article 98.

⁷⁹Paul Wesley Ivey, The Pere Marquette Railroad Company: An Historical Study of the Growth and Development of One of Michigan's Most Important Railway Systems (Lansing, Michigan: Michigan Historical Commission, 1919), pp. 275-277.

transition was the advent of the Windsor-Walkerville electric street railway in 1886. The instigator of this development was Richard Bangham, a Windsorite, who in 1885 returned to his native town of Brighton, England, for a visit. There, for the first time, he witnessed an electric railway in operation. This mode of transportation fascinated him and he proceeded to obtain photos and acquire all available information pertinent to the mechanics of the railway.⁸⁰

On his return, Bangham related his impressions of the electric railway to another resident of Windsor, J. W. Tringham, who was somewhat of a genius in matters electrical. The idea appealed to the latter and immediately he investigated the feasibility of an electric railway to connect Windsor and Walkerville, the Grand Trunk Railway being the only commercial tie between the two places.⁸¹ Mr. Bangham, a Windsor councillor, obtained a franchise for the proposed line and in the vicinity of the Grand Trunk Railway bridge at Walkerville, a large barn was built in which the electric car was constructed.⁸² The roadbed was laid along present-day Riverside Drive from the foot of Ouellette Avenue to the

⁸⁰ Carnegie Library, Windsor. Richard Bangham and Fred Neal, "Windsor Had First Electric Car to Operate in America", The Windsor Evening Record, May 23, 1917, as filed in Windsor Ferries Streetcars and Buses, IX, 49: Historical Scrapbooks.

⁸¹ Ibid.

⁸² Goad, Map of Walkerville, Ontario, December 1890, Sheet Three.

railway bridge in Walkerville.⁸³ In June, 1886, the Windsor-Walkerville electric car line, purported to be the first commercial electric railway in North America, went into service.⁸⁴ A description of one of the cars, estimated the length of the vehicle at:

Approximately twenty-nine feet, . . . with seats on both sides. Two pulleys ran along the top of the car connecting the overhead wire with the dynamo. Occasionally, when the pulley would become disconnected, the operator, who sat in the centre of the car, was forced to climb on top of the trolley to reconnect it . . . The Tringham dynamo had ample power to pull not only one car but several on busy days.⁸⁵

In its infancy, Hiram Walker looked on the electric railway as a decided evil, as it diverted a great many patrons from his Walkerville ferry service. Prior to the introduction of the new transportation medium, residents in the immediate vicinity found it advantageous to patronize the ferry service at Walkerville when visiting Detroit. Once in Detroit they might take the Jefferson Avenue street-car line to the downtown area. However with an electric railway line at their doorstep, many commuters found it preferable to avail themselves of the new equipment on the Canadian shore and then patronize the Detroit-Windsor ferry

⁸³Bangham and Neal, Historical Scrapbooks, IX, 49.

⁸⁴Neil F. Morrison, "Electric Streetcars-Salute and Farewell", Radio Sketches (1945-62) of Periods-Events-Personalities from the History of the Essex County-Detroit Area (n.p. Essex County Historical Association, April 7, 1963).

⁸⁵Morrison, Garden Gateway to Canada, p. 123.

service.⁸⁶ The ill-feeling harbored by Hiram Walker vanished with the construction of his railway however. Indeed Walker not only welcomed the electric railway later, but expressed a desire to have it extended from the Grand Trunk Railway bridge to the Walkerville terminus of the Lake Erie and Detroit River Railway.⁸⁷ In this way the distiller hoped that additional patrons might find their way to his railway.

Second Less than two months elapsed after the introduction of the electric road before Tringham died. This misfortune constituted a rather severe reversal to a fledgling system whose unique operation, with its numerous technical difficulties, puzzled many people. As a result the Windsor-Walkerville line was early beset with problems. A very severe winter in 1886-87 compelled the company to put on "three large omnibuses equipped with runners".⁸⁸ Recurrent electrical failures prompted the electric railway officials to announce their intention of purchasing a locomotive to pull the cars in 1888. Later, the same year, the railway used horses to draw the cars and this type of motive power persisted in 1890, two years later, since this was the cheapest⁸⁹ and most reliable method of operation.

⁸⁶Amherstburg Echo, July 2, 1886, Article 198.

⁸⁷Ibid., ca. May 1888, Article 347.

⁸⁸Morrison, "Electric Streetcars-Salute and Farewell", Radio Sketches (1945-62) of Periods-Events-Personalities from the History of the Essex County-Detroit Area.

⁸⁹Ibid.

In the fall of 1891 an electric line was opened along Wyandotte Street as a supplement to the riverfront route.⁹⁰ Six years later, the electric cars in Walkerville traversed the following route: from the easterly limit of the City of Windsor on Sandwich Street (Riverside Drive) east to Susan Avenue (Chilver Road), south along Susan Avenue to Assumption Street, east along Assumption Street to Second Street (Devonshire Road), then once more south to Wyandotte Street.⁹¹ By this time, a line had been completed along Ouellette Avenue in Windsor,⁹² hence the connection of the two systems gained the appellation of "The Belt Line". A ride around this circuit gained in popularity and in time proved to be a favorite diversion of area residents.⁹³

Walkervillians enjoyed daily service at fifteen minute intervals between the hours of 6 a.m. and 10 p.m., and half-hour service thereafter from 10 p.m. to 11:30 p.m. The line was operated on Sundays, only at the discretion of the system's officials and at intervals deemed to be in the interests of the company.⁹⁴ Adult fares were five cents,

⁹⁰Morrison, Garden Gateway to Canada, p. 161.

⁹¹Windsor City Hall Vault, Second Floor, Clerk's Office. Town of Walkerville By-Law, No. 146, June 29, 1897.

⁹²Morrison, Garden Gateway to Canada, p. 161.

⁹³N. F. Morrison, "The Rise and Fall of the Trolley Car in Essex County", Radio Sketches (1945-1962) of Periods-Events-Personalities from the History of the Essex County-Detroit Area (n.p. Essex County Historical Association, April 7, 1963).

⁹⁴Town of Walkerville By-Law, No. 146, June 29, 1897.

and might take the patron as far as Sandwich, where the Windsor-Sandwich Street Railway had operated since the 1870's. Children over ten years paid adult fares, but those between the ages of two and ten years paid three cents. Those infants under two years rode free, if accompanied by an adult. A small saving was available to those patrons who purchased tickets at the price of six for twenty-five cents.⁹⁵

In later years, Mr. Boomer, the first recorded proprietor of the road, relinquished his ownership and the Windsor and Walkerville electric railway became part of the Sandwich, Windsor and Amherstburg system which was purchased by the Detroit United Railway interests on August 31, 1901.⁹⁶

The most imposing corollary of the transportation innovations of the eighties was the industrial expansion that followed them. The location of Walkerville on one of North America's mightiest commercial streams, plus the international communication facilities provided by the Walker ferry was a distinct asset to prospective entrepreneurs. However the prominent factor in the industrial growth of Walkerville was the advent of the Lake Erie and Detroit River Railway. This railroad possessed connections with trans-continental lines thereby providing nation-wide outlets for industrialists.

⁹⁵Town of Walkerville By-Law, No. 148, July 13, 1897.

⁹⁶Carnegie Library, Windsor. Fred Neal, "Windsor Had First Electric Car to Operate in America", The Windsor Evening Record, May 23, 1917, as filed in Windsor Ferries Street-cars and Buses, IX, 50: Historical Scrapbooks.

Until 1888, the Walker distillery and its attendant enterprises completely dominated, or possibly more accurately, comprised the Walkerville industrial scene. In that year, the following Walker interests were located in the village: the Walker distillery, the Walker malthouses, the Walker cooperage, the Walker copper shop, the Walker planing mill, the Walker lumber yard, the Walker brickyard, in addition to the Walker ferry and the Walker railway.⁹⁷

By the summer of 1888, the only other enterprises in the village were the machine shops of Kerr Brothers and a small laboratory used occasionally by Parke, Davis and Company, manufacturing chemists of Detroit.⁹⁸

The Kerr Brothers enterprise was the initial establishment which seems to have been partially independent of the Walker family, to locate in Walkerville. The firm was founded by the Kerrs in 1873⁹⁹ and until 1886 occupied a site at Assumption and Third Streets.¹⁰⁰ In 1889¹⁰¹ the business

⁹⁷Ontario Archives, Toronto. MS Petition of E. C. Walker et al. Praying for the Incorporation of Walkerville As a Town, January 29, 1890, p. 1.

⁹⁸Ibid.

⁹⁹Detroit, Its Points of Interest and Representative Businessmen (New York: Commercial Publishing Company, 1896), p. 125.

¹⁰⁰Hiram Walker Historical Museum, Windsor. C. E. Goad, Map of Walkerville, Ontario, February 1884, Sheet Two.

¹⁰¹Amherstburg Echo, December 6, 1889, Article 204.

was removed to Fifth Street (Walker Road),¹⁰² and there occupied a large brick structure, the former site being required by the Lake Erie and Detroit River Railway.¹⁰³ In 1890, the industry had attained such proportions that it was deemed advisable to effect a change to a corporate form of management, and the enterprise became the Kerr Engine Company. Mr. E. C. Walker became president of the firm, and William Kerr, who had come to Canada in 1869, assumed the position of vice-president and superintendent. A second Kerr, H. O., of Sandwich, held the post of secretary-treasurer. The Kerr Engine Company manufactured various types of marine engines, waterworks machinery, valves and hydrants, in addition to general machinery.¹⁰⁴ In full production, in 1894 the enterprise provided work for one hundred employees.¹⁰⁵

In 1887 Parke Davis and Company of Detroit, chemists, established a branch laboratory for the whole of Canada in Walkerville¹⁰⁶ in a brick building erected for them by Hiram

¹⁰²Goad, Map of Walkerville, Ontario, December 1890, Sheet Four.

¹⁰³Amherstburg Echo, June 28, 1889, p. 3.

¹⁰⁴Detroit, Its Points of Interest and Representative Businessmen, p. 125.

¹⁰⁵Burton Historical Collection, Detroit Public Library. "Walkerville", Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹⁰⁶In the Private Collection of Neil F. Morrison. Walkerville, Canada (n.p. The Canadian Publishing Co., 1898), see photo, "Laboratories . . . of Parke, Davis and Co.". Cited hereafter as Walkerville, Canada.

Walker.¹⁰⁷ Perhaps their decision was influenced in part by the Canadian tariff on pharmaceutical preparations which was prohibitive at the time.¹⁰⁸ Apparently this enterprise was so successful, that on two occasions they expanded their laboratories until by 1890 Parke Davis was a mammoth concern.¹⁰⁹ It occupied a large three storey brick building at the corner of Fifth and Sandwich Streets in Walkerville.¹¹⁰ Employing seventy-five hands in 1894,¹¹¹ subsequent expansions necessitated a staff of 125 by 1898.¹¹²

Perhaps one of the most flourishing industries to settle in Walkerville following the advent of the Lake Erie and Detroit River Railway was the Globe Furniture Company. Incorporated by Letters Patent on August 13, 1889, with a capitalization of \$50,000, this firm manufactured and sold church and school furniture, as well as household furniture. The Globe Furniture Company stock was divided into five hundred shares of one hundred dollars each, of which the Walker family owned the controlling portion of 270 shares. F. H. Walker was the president of the Canadian firm and he and his

¹⁰⁷Amherstburg Echo, ca. May 30, 1887, Article 264.

¹⁰⁸Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹⁰⁹Walkerville, Canada, see photo, "Laboratories . . . of Parke, Davis and Co.".

¹¹⁰Goad, Map of Walkerville, Ontario, December 1890, Sheet Two.

¹¹¹Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹¹²Walkerville, Canada, see photo, "Laboratories . . . of Parke, Davis and Co.".

brother Edward were on the board of directors as well.¹¹³ The factory, a large three-storey brick structure,¹¹⁴ was located on the triangular tract of land formed by the Grand Trunk and the Lake Erie and Detroit River Railways,¹¹⁵ and was equipped with the latest type of wood-working machinery.¹¹⁶ The products of the Globe Furniture Company, Walkerville,¹¹⁷ were in demand from coast to coast. Shipments of various types of furniture went to such distant destinations as Winnipeg,¹¹⁷ Nova Scotia, New Brunswick,¹¹⁸ and Victoria, British Columbia.¹¹⁹ Many Ontario¹²⁰ and Essex County¹²¹ points also benefited from the workmanship of the Walkerville firm. Locally the quality of the Walkerville product was visible in the seating and interior of St. Mary's Church,¹²²

¹¹³Room 157, Parliament Buildings, Toronto. File of the Globe Furniture Company, Limited. Cited hereafter as File of the Globe Furniture Company.

¹¹⁴Walkerville, Canada, see photo, "Plant of the Globe Furniture Company".

¹¹⁵Goad, Map of Walkerville, Ontario, December 1890, Sheet Four.

¹¹⁶Amherstburg Echo, September 13, 1889, p. 6, Article 158.

¹¹⁷Ibid., ca. May, 1890, Article 57.

¹¹⁸Ibid., January 9, 1891, p. 5, Article 7.

¹¹⁹Ibid., October 30, 1891, p. 6, Article 164.

¹²⁰Ibid., ca. June 10, 1890, Article 96.

¹²¹Ibid., July 25, 1890, Article 119.

¹²²Archives of St. Mary's Church, Walkerville. Robert L. Daniels, Saint Mary's Church (n.p. 1942), p. 14.

as well as the First Presbyterian Church of Walkerville.¹²³ Although the firm was seldom idle, only fifty men were employed.¹²⁴ After twenty-one years in Walkerville, an agreement dated May 3, 1910, authorized amalgamation with the Waterloo School and Office Furniture, and the Globe Company moved to Waterloo, the name Globe Furniture Company being adopted.¹²⁵

The year 1890 was synonymous with the establishment of an iron-working industry in the town.¹²⁶ Like the majority of other Walkerville industries, the Walkerville Malleable Iron Company was located on the Walker Road, along the Lake Erie and Detroit River railway.¹²⁷ As in most of the other industries in the distillery town, the Walkers owned extensive shares in this enterprise. In 1893, E. C. Walker held the presidency, while his brother Franklin served as vice-president. In the same year shareholders had subscribed for \$70,000 of stock, of this amount the Walker investment

¹²³In the Private Collection of R. G. Hoskins. Chalmers United Church, Golden Anniversary, 1908-1958 (n.p. 1958), p. 7.

¹²⁴Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹²⁵File of the Globe Furniture Company. Agreement between the Globe Furniture Company, Limited and the Waterloo School and Office Furniture Company, Limited, May 3, 1910.

¹²⁶Walkerville, Canada, see photo, "Plant of the Walkerville . . . Iron Co."

¹²⁷Goad, Map of Walkerville, Ontario, December 1890, Sheet Four.

totalled \$32,450.¹²⁸ Except for a small two-storey section, housing offices, the plant was a single storey structure¹²⁹ with a frontage of 380 feet on the Walker Road and a depth of 420 feet. The firm produced an assortment of products including a number of agricultural implements and railroad appliances such as brake wheels, door fasteners and covers for oil boxes.¹³⁰ The Malleable Iron Company employed about 175 workers.¹³¹

In 1889 the Ontario Basket Company became part of the Walkerville industrial complex. Originally, a Sarnia firm, the Walkers purchased sufficient stock so as to enable them to remove the operations to Walkerville which they did in 1889. The structure occupied by the Basket Company was a two-storey building on the Walker Road. The first floor contained the heavy machinery on which the raw forest products were refined for future use. Specialized equipment on the remaining level was required for the construction of the various types of boxes and baskets. Grape boxes, wired wooden peach crates, bushel baskets, in addition to axle grease

¹²⁸Room 157, Parliament Buildings, Toronto. File of the Walkerville Malleable Iron Company, Limited.

¹²⁹Walkerville, Ontario, see photo, "Plant of the Walkerville . . . Iron Co.".

¹³⁰Amherstburg Echo, February 7, 1890, Article 28.

¹³¹Walkerville, Ontario, see photo, "Plant of the Walkerville . . . Iron Co.".

¹³²Amherstburg Echo, November 23, 1895, p. 7, Article

boxes were all manufactured by the firm.¹³² Approximately eighty wage-earners found employment with the Ontario Basket Company¹³³ on a seasonal basis, as operations ceased between December and March of each year.¹³⁴

The Walkerville Brewing Company was incorporated April 26, 1890, with authorized capital of \$95,000 divided into 950 shares of one hundred dollars each. Hiram Walker was one of the incorporators and by 1905, the Walker interests controlled 795 of the 950 shares.¹³⁵ This enterprise was located on the east side of the Walker Road and in 1890 only six hands were employed¹³⁶ in the tall brick structure.¹³⁷ The success of the establishment was indicated by additional expansion in 1895. In the same year the Walkerville firm established a bottling department in Detroit and thereafter the products of the Canadian plant were exported in wood and bottled in the United States.¹³⁸ In addition to beer, the

¹³²Amherstburg Echo, August 19, 1889, Article 142, p. 6.

¹³³Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹³⁴Amherstburg Echo, December 9, 1891, p. 6, Article 184 and Ibid., March 25, 1892, p. 6, Article 47.

¹³⁵Room 157, Parliament Buildings, Toronto. File of Walkerville Brewing Company, Limited.

¹³⁶Goad, Map of Walkerville, Ontario, December 1890, Sheet Four.

¹³⁷In the Private Collection of Neil F. Morrison. H. W. Gardner (comp.), Walkerville Ontario, Canada, 1913. Including Windsor, Ford, Sandwich and Ojibway (Windsor: The Evening Record, 1913), p. 27, see photo.

¹³⁸Amherstburg Echo, November 29, 1895, p. 7, Article 156.

plant also produced ales, stout, malt, malt extract and porter. The staff numbered fifty-five employees by 1913.¹³⁹

In 1888 the Barnum Wire and Iron Works moved from Windsor to a large factory constructed on their behalf by Hiram Walker and Son.¹⁴⁰ The firm had outgrown its Windsor site and was obliged to seek additional room elsewhere.¹⁴¹ The inducements offered by Walker of a cheap or possibly a free site,¹⁴² with free water,¹⁴³ plus the excellent transportation facilities available proved irresistible to company officials and so the Barnum Wire and Iron Works became one of the several firms to locate in Walkerville about 1890. At the outset prosperity seemed to attend the enterprise and contracts arrived from such distant points as Jamaica, West Indies,¹⁴⁴ as well as closer cities such as Toronto and Montreal.¹⁴⁵ Locally, in 1890, the Barnum concern created the artistic wire work in the Walkerville branch of the Canadian Bank of Commerce, the first commercial

¹³⁹Gardner, p. 27.

¹⁴⁰Petition of E. C. Walker . . . January 29, 1890, p. 2.

¹⁴¹Carnegie Library, Windsor. The Windsor Record, April 27, 1888, p. 5.

¹⁴²Ibid., July 13, 1888, p. 4.

¹⁴³Ibid., April 27, 1888, p. 5.

¹⁴⁴Amherstburg Echo, August 10, 1890, Article 131.

¹⁴⁵Ibid., ca. February 20, 1890, Article 35.

bank in the village.¹⁴⁶ However the venture proved to be short-lived as in 1891 E. T. Barnum took his firm to Toronto.¹⁴⁷ The following year, the Page Wire Fence Company of Ontario, incorporated August 10, 1892, capitalized at \$40,000, occupied¹⁴⁸ the two-storey brick building¹⁴⁹ on the north side of Assumption Street at First Street (Kildare Road).¹⁵⁰ In 1898, the authorized capital of the firm was increased to \$100,000 and E. C. Walker as the manager held fifteen shares of the one thousand available.¹⁵¹ The plant employed between forty and fifty persons in the various departments.¹⁵²

In the fall of 1891,¹⁵³ John Bott leased a building on Sandwich Street (Riverside Drive) from the Walkers in which he proceeded to manufacture malt, malt stout and wine

¹⁴⁶Ibid., ca. June 15, 1890, Article 100 and ca. June 10, 1890, Article 96.

¹⁴⁷Ibid., January 8, 1892, p. 4, Article 5.

¹⁴⁸Room 157, Parliament Buildings, Toronto. File of the Page Wire Fence Company of Ontario. Cited hereafter as File of the Page Wire Fence Company.

¹⁴⁹Walkerville, Ontario, see photo, "Factory of the Page Wire Fence Co."

¹⁵⁰Goad, Map of Walkerville, Ontario, December 1890, Sheet Three.

¹⁵¹File of the Page Wire Fence Company.

¹⁵²Walkerville, Ontario, see photo, "Factory of the Page Wire Fence Co."

¹⁵³Amherstburg Echo, October 23, 1891, p. 6, Article 161.

of malt. Bott also held the important position of head maltster in the Walker distillery,¹⁵⁴ and his ability in his selected field of endeavour gained him recognition at the Chicago World's Fair in 1893 for his pure malt stout.¹⁵⁵ Bott left his Walkerville business in 1897 to assume direction of the Maumee Brewing Company plant in Toledo, Ohio.¹⁵⁶

The very same year that John Bott left Walkerville, a most important industry was established just east of the Walkerville town limits.¹⁵⁷ Although strictly speaking, not within the area of study, its repercussions were most important and thus it deserves passing recognition here. The Milner-Walker Wagon Works was incorporated by Letters Patent dated October 6, 1897. The amount of capital stock was \$250,000 divided into five thousand shares of fifty dollars each. Hiram Walker owned 2500 shares of stock in the enterprise and was president until his death in 1899. The company sold and manufactured wagons, sleighs, and "wheeled vehicles of every description", which obviously provided them with great latitude of production.¹⁵⁸ The new firm located in the

¹⁵⁴Detroit Sunday News-Tribune, June 3, 1894, p. 17.

¹⁵⁵Amherstburg Echo, November 24, 1893, p. 4, Article 174.

¹⁵⁶Ibid., August 6, 1897, p. 6, Article 84.

¹⁵⁷Ibid., October 29, 1897, p. 6, Article 119.

¹⁵⁸Room 157, Parliament Buildings, Toronto. File of the Milner-Walker Wagon Works Limited. Cited hereafter as File of the Milner-Walker Wagon Works.

abandoned buildings of the old Walkerville Grape Sugar Refinery, which had come to Walkerville in 1882 to manufacture starch and glucose.¹⁵⁹ The latter never appeared to be a flourishing enterprise however, enjoying only occasional periods of prosperity with the result that in 1889, the firm closed and the plant was vacated.¹⁶⁰ The Milner-Walker wagon firm entered into production in January 1898,¹⁶¹ with a capacity output of twenty-five wagons daily when in full production.¹⁶² On January 12, 1899, Hiram Walker died at his home in Detroit, and his stock which by 1900 totalled 2500 shares of the 2661 shares subscribed for, was bequeathed to the Children's Free Hospital and Harper Hospital of Detroit.¹⁶³ These institutions pressed for their monies claiming that their constitutions did not permit them to carry stock.¹⁶⁴ Consequently, voluntary liquidation took place October 5, 1900,¹⁶⁵ with the one hundred employees

¹⁵⁹Amherstburg Echo, April 7, 1882, p. 6 and Ibid., June 9, 1882, p. 6.

¹⁶⁰Ibid., July 31, 1891, p. 4, Article 117.

¹⁶¹File of the Milner-Walker Wagon Works.

¹⁶²Amherstburg Echo, December 17, 1897, p. 4, Article 146.

¹⁶³File of the Milner-Walker Wagon Works.

¹⁶⁴Amherstburg Echo, October 5, 1900, p. 1, Article 118.

¹⁶⁵File of the Milner-Walker Wagon Works.

losing their jobs.¹⁶⁶ On December 10, 1900, Messrs. Wm. McGregor and John Curry purchased the entire property and assets of the Milner-Walker Wagon Works.¹⁶⁷ Under the guidance of these two gentlemen, the Walkerville Wagon Works, as their firm was known, entered into an agreement with the American Ford Company for the production of the latter's product in Canada. The result was the incorporation of the Ford Motor Company of Canada on August 17, 1904.¹⁶⁸ Such were the origins of the Ford enterprise in Canada. On a lesser scale, a community was to develop about this firm in much the same manner as Walkerville became a town centered around the Walker interests.

The success of the Ford firm probably induced the Everett, Metzger and Flanders Company, auto manufacturers, to purchase the property of the Globe Furniture Company in 1910. The purchase price was to be paid by an issue of stock of like amount in the new E.M.F. of Canada. All the shareholders in the defunct furniture company possessed an interest in the enterprise and the facilities of the Globe Furniture Company were transformed into a plant suitable for the manufacture of automobiles. However production was short-lived. In the winter of 1911-12, friction developed between

¹⁶⁶Amherstburg Echo, October 5, 1900, p. 1, Article 118.

¹⁶⁷File of the Milner-Walker Wagon Works.

¹⁶⁸Annual Report of the Ford Motor Company of Canada Limited for the Year Ended December 11, 1953, p. 2.

the Studebaker Company, distributing agents for E.M.F. in the United States and the latter, as to terms and methods of distribution. The ultimate result of the differences was the sale of the American E.M.F. to the Studebaker Corporation. The sale of the parent American firm led to the disposal of the Canadian subsidiary as well, and after two years of operation in Walkerville, in 1912, Studebaker replaced E.M.F. and began to assume responsibility for the Canadian enterprise.¹⁶⁹ By 1913 Studebaker employed 325 workers, who performed their daily tasks in four acres of factory space.¹⁷⁰

Additional industries allied with the motor car establishments moved into Walkerville following the turn of the century. All were located on Walker Road which was the industrial hub of the town.¹⁷¹

On December 6, 1900, the Canadian Bridge Company was incorporated under Letters Patent and thus became the

¹⁶⁹Chauvin, Ch. XXV, p. 7.

¹⁷⁰Gardner, p. 26.

¹⁷¹Among them may be cited: Gramm Motor Truck Company; New Dominion Motors, Limited; Detroit Trailer Company - auto trailers; McCord Manufacturing Company - auto radiators (Vernon's City of Windsor, Sandwich and Walkerville Directory [Hamilton: Henry Vernon and Sons, 1915], pp. 528-29). Two others were: Automobile Tops and Trimming; The Walkerville Carriage Goods Company (Windsor Directory Including Walkerville and Sandwich [Ingersoll: Union Publishing Company, 1910], pp. 410, 416). An additional one was Canadian Automotive Light Company (Union Publishing Company's Windsor Directory Including Walkerville and Sandwich [Ingersoll: Union Publishing Company, 1904], p. 310).

second steel firm to locate in Walkerville. The industry capitalized at \$250,000, and it manufactured, sold and erected all types of railroad bridges, and various kinds of machinery of structural steel and iron.¹⁷² Located on the Walker Road, the bridgeworks appears to have been the largest employer of men in the town by 1913, when one thousand workers passed through the gates daily and took home with them \$800,000 in salaries annually.¹⁷³ Seven years later, in 1907, the Trussed Concrete Steel Company of Canada came to Walkerville and by 1913, 195 employees earned their livelihood with this firm.¹⁷⁴

By the beginning of the new century, Walkerville could no longer properly be referred to as "the distillery town". Rather, it had become a centre of diversified industry, nearly all of which was located along the Walker Road, while the remainder of the town was residential in character. In addition to those already mentioned, by 1915 many other industries had made Walkerville their home.¹⁷⁵

¹⁷²Room 157, Parliament Buildings, Toronto. File of the Canadian Bridge Company Limited.

¹⁷³Gardner, p. 23.

¹⁷⁴Ibid., p. 32.

¹⁷⁵They included: W. E. Seagrave and Company - fire apparatus, west side Walker Road; Berry Brothers - paint and varnish manufacturers, east side Walker Road; Peabody's Company - overalls, Sandwich and Susan Avenue; Leather Label Over-Haul Company - Sandwich Street; Anthony Wire Fence Company of Canada - east side Walker Road; Dale Iron Works - west side Walker Road; Canadian Hoskins, Limited

The period 1880 to 1910 was a time of startling transition for Walkerville. The tiny hamlet founded by Hiram Walker in the 1850's became a booming industrial complex - at least one author has referred to it as the "Birmingham of Canada".¹⁷⁶ Although such a description might be construed as somewhat of an exaggeration, undeniably, by 1910, Walkerville was a prosperous centre of diversified and numerous industrial enterprises. In this transitory period, the Walker family constituted an overwhelming factor. It was Hiram Walker's ambition to build his town into a manufacturing centre. Through the extension of transportation facilities and his efforts to encourage various industries to Walkerville, the elder Walker had attained a phenomenal degree of success before his death in 1899.

1890's retained its hamlet status as an unincorporated village until 1890. On the twenty-ninth day of January, 1890, a petition was forwarded to the Ontario Legislature requesting the incorporation of Walkerville as a town.¹ In the petition, the

- electric furnaces, Sandwich Street; Mitchell Brass Foundry
 - automotive castings, Assumption and Susan Streets; Canadian Dust Proof Weather Strip Company, Limited - weatherstrip manufacturers, Walker Road; The Walker Light and Power Building housed the following small industries - The Heinn Company - loose leaf devices; Detroit Fuse and Manufacturing; Diamond Manufacturing Company - machinery; E. W. Jeffress and Company - manufacturing chemists; Wilt Twist Drill Company, Limited
(Vernon's City of Windsor, Sandwich and Walkerville Directory for the Year 1915 [Hamilton: Henry Vernon and Sons, 1915], pp. 528-29).

¹⁷⁶Compendium of History and Biography of the City of Detroit and Wayne County, p. 354.

electric lighting of the streets have been provided
at the expense of the said firm.
The result was that Walkerville were experiencing "the en-
joyment of better water and lighting service, fire and police
protection than the inhabitants of the majority of small towns

CHAPTER IV

WALKERVILLE ATTAINS TOWN STATUS

Almost the entire preceding chapter was devoted to the transportation and industrial revolution which swept Walkerville in the 1880's and which remained a dominant characteristic of the municipality throughout the period under study. In stressing the evolution of manufacturing interests in Walkerville however, the civic developments have been neglected, and in the latter area a process of consolidation was taking place by 1890.

The settlement founded by Hiram Walker in the late 1850's retained its lowly status as an unincorporated village until 1890. On the twenty-ninth day of January, 1890, a petition was forwarded to the Ontario Legislature requesting the incorporation of Walkerville as a town.¹ In the petition, the significant contributions of the Walker family to the development and progress of the settlement were clearly established:

The sewers in said village have all been constructed by Hiram Walker and Sons, the fire brigade of fifty-two men; the fire appliances, the police force of two men, one for day and one for night duty, the repair of the sidewalks, other than the sidewalks on the main street, the night watch service, and the

¹Ontario Archives, Toronto. MS Petition of E. C. Walker et al. Praying for the Incorporation of Walkerville As a Town, January 29, 1890, p. 1. Cited hereafter as Petition of E. C. Walker . . . January 29, 1890.

electric lighting of the streets have been provided at the expense of the said firm.²

The result was that Walkervillians were experiencing "the enjoyment of better water and lighting service, fire and police protection than the inhabitants of the majority of small towns . . .".³

Under such conditions, what motivated the villagers of Walkerville to seek incorporation as a town? Such a query presents somewhat of a conundrum, yet possibly three factors may be detected as motives for the transition from unincorporated village to town. They include the rapid growth of the town, necessitating a change in status, a profit motive on the part of the Walkers, and the fear of possible annexation by neighbouring Windsor.

Since the founding of the village it had been under the immediate jurisdiction of the rural municipality of the Township of Sandwich East. So long as Walkerville remained a small hamlet, this relationship was apparently quite acceptable. The unincorporated village and the township probably experienced common problems and possibly shared similar viewpoints on pertinent matters. However as Walkerville became increasingly populous and as she acquired industrial characteristics, both factors gave impetus to new municipal problems which could best be solved by a change in status accompanied by extended municipal powers. The village was

²Ibid., pp. 3-4.

³Ibid., p. 4.

experiencing growing pains too. The best industrial sites in Walkerville were located upon the line of the Walker railway and "the addition of a comparatively few factories would occupy all the desirable strip fronting on the road and bounded in the rear by the Railway".⁴ For this reason, Walkerville wished to obtain additional territory for future industrial development. As a growing industrial community, she also required more sites on which to build homes for the inevitable numbers of workers who would follow the various industries to Walkerville. Both these factors involved extensive planning, and the delineation of definite municipal boundaries through incorporation would permit a more effective long-range program to take place.

The influx of industries, with the anticipated increase in population required "good roads capable of withstanding heavy traffic, good lighting, police and fire protection and proper sanitary provisions which could not be afforded by the Municipality of Sandwich East".⁵ Although the Walkers had participated actively in such matters in the past, they apparently declined to commit themselves further in this respect.

Unquestionably the Walker family had been the primary factor in Walkerville's successful growth. Even as a town builder, however, Hiram Walker remained an entrepreneur whose ultimate objective was profit. Incorporation would probably

⁴Ibid., p. 3.

⁵Ibid.

release the Walkers from the continued maintenance of a police force and fire department. As a town, Walkerville would become more important, its size would likely increase and as extensive owners of local real estate, handsome profits might accrue to the Walkers. At the same time, the family could easily expand their lighting system and waterworks to serve a larger community and reap the resultant income.⁶ In part then, Walker's attitude toward incorporation might have been governed by the profit motive. There is no doubt that Walkers favored the transition. Prominent among the 208 signatories of the petition for incorporation are included the names of Hiram Walker, his three sons, Edward Chandler Walker, J. Harrington Walker and F. H. Walker, and the distiller's two nephews, H. A. Walker and C. M. Walker.⁷

Important as the two preceding factors, especially the first one, may have been in the decision to seek Walkerville's incorporation as a town, fear of annexation by neighbouring Windsor was possibly the transcendant motive for Walkerville's action. Nor was such apprehension the result of idle speculation in 1890. Editorials in the Windsor Record refer to Walkerville as a "Windsor suburb which was almost part of Windsor".⁸ Walkervillians were referred to as "our

⁶Ibid., p. 4.

⁷Ibid., pp. 4-9.

⁸Carnegie Library, Windsor. The Windsor Record, November 23, 1888, p. 4.

East Enders",⁹ and one columnist predicted that it was only a "question of a few years at most when Walkerville shall be absorbed by Windsor . . .".¹⁰ Letters to the editor of the Record indicate that Windsorites envied Walkerville¹¹ and that annexation of the village was desirable.¹² In 1889 a Windsor Councillor declared himself in favor of the annexation of Walkerville by Windsor.¹³

⁹Ibid., November 2, 1888, p. 4.

¹⁰Ibid., April 27, 1888, p. 5.

¹¹Ibid., May 18, 1888, p. 7.

¹²Ibid., October 5, 1888, p. 2. The writer notes the frequent trips of Windsor lawyers to Toronto to interview the Government on the annexation of Walkerville. When asked on their return to Windsor why Walkerville was not to be annexed the reply was "'Walker is there'".

¹³Amherstburg Echo, March 22, 1889, n.p. In this same article however, it was determined through "reliable sources", that Hiram Walker would be favorable to such a scheme. This latter statement would scarcely be in harmony with Walker's obvious designs for self-sufficiency as is witnessed by the town's own utilities, ferry system and railroad. Moreover it is difficult to see what possible advantage Walker could derive from amalgamation. Consequently the reliability of the "reliable source" is questionable. The article appears accurate otherwise however as there was a council meeting that week and the councillor mentioned in the article was present (Windsor City Hall Vault, MS Minute Book, Town of Windsor, January 1885 to June 1890, March 18, 1889, p. 531). That the councillor's statement is not in the minutes does not mean that it was not made since the minutes merely record the work of the council and not the debates on various questions. There is no question that the Windsor Council was interested in the incorporation of Walkerville as a town. In February, 1890, a special committee was appointed "with instructions to take such actions as they may deem proper in regard to the incorporation of Walkerville". However the committee never submitted a report apparently. (Ibid., February 17, 1890, pp. 674-75.)

Even Windsor's actions about this time seemed to indicate that she was perhaps of a "manifest destiny" mind. In the summer of 1888, portions of Sandwich West were annexed to Windsor.¹⁴ There was no apparent reason why Walkerville could not prepare for a similar fate. These factors must be considered with the knowledge that Windsor was rapidly approaching city status, which she acquired in 1892. Even exclusive of territorial content, Walkerville's growing industrial assessment would have provided a strong foundation for an infant city to build upon.

Annexation, it would appear, could only have been repugnant to Walker.¹⁵ Powerful as Hiram Walker was in Walkerville, as part of the greater Windsor scene his local influence would diminish considerably. Walkerville's population was one-tenth that of Windsor's¹⁶ and the village could scarcely aspire to more than token representation in a Windsor Council. In contrast, as a separate, autonomous municipality, Walkerville might temporarily thwart any Windsor design of annexation. So far as Walker was implicated, it was true that his power would probably suffer with the

¹⁴Minutes of the Windsor Town Council, June 11, 1888, pp. 404-5. Windsor annexed parts of lots 68, 69, 70, 71, 72, 73 and 74 in the first concession of the Township of Sandwich West.

¹⁵Burton Collection, Detroit Public Library. "Neither Town Nor City", Detroit Journal, May 10, 1890, p. 2.

¹⁶Population, 1871-1941 (Ottawa: King's Printer, 1944), p. 100.

inauguration of an elected Walkerville government. Such action would still constitute the lesser of two evils however, and as the town's foremost taxpayer¹⁷ he would still retain considerable influence. Temporarily, at least, incorporation seemed to provide a solution for the problems of the Walker family and the townspeople.

Whatever the reasons for the transition, an act incorporating Walkerville as a town was assented to on April 7, 1890 by the Ontario Legislature.¹⁸ The boundaries of the newly created municipality were as follows: on the west, the alley between Lincoln and Gladstone Avenues, from the north limit of Tecumseh Road to the Detroit River; on the east, from the northern limits of the Tecumseh Road to the Detroit River, for the most part following the easterly limits of the Lake Erie and Detroit River Railway's lands, save for a short distance between the northerly limits of the aforementioned lands and the river bank where it became very irregular for a short distance. Generally, however, the tracks of the Lake Erie and Detroit River Railway constituted the eastern boundary of Walkerville.¹⁹

¹⁷Windsor City Hall Vault, MS Minutes of the Walkerville Town Council, September 22, 1896, p. 397. Cited hereafter as Walkerville Council Minutes. At this time the Walkers paid 8/10's of the Town's taxes.

¹⁸Ontario Statute, 53 Victoria, c. 108.

¹⁹Ibid., s. 2.

The town was to consist of three wards: St. Andrew's, St. George's and St. Denis' Ward, embracing roughly the western portions of the town (from First Street to the western town boundaries), the middle of the town (from First Street to the alley between Third and Fourth Streets) and the easterly remainder of the town respectively.²⁰

The government of the Town of Walkerville was to consist of a mayor and nine councillors, three from each ward.²¹ It is most difficult to determine the population of the town at incorporation as several conflicting figures are available. However a reasonable estimation would appear to place the population at about nine hundred.²²

Nominations for the first mayor and council were scheduled for Monday, May 5, 1890.²³ The election was greeted

²⁰Ibid., s. 3.

²¹Ibid., s. 7.

²²In this particular endeavour a variety of figures confront the researcher. Some list the population as one thousand (Ontario Archives, Toronto. Ontario Gazetteer and Business Directory, 1888-89 [Toronto: R. L. Polk and Co., 1889], p. 1125). (See also Ontario Statute, 53 Victoria, c. 108.) In 1891, the year following incorporation, the government census lists the population at 933 (Population, 1871-1941 [Ottawa: King's Printer, 1944], p. 100). Chauvin gives the population figures for 1890 as 798 (Hiram Walker-Gooderham and Worts Ltd., Library, Walkerville. Francis X. Chauvin, "Hiram Walker, His Life and His Work and the Development of the Walker Institutions in Walkerville, Ontario", [1927], Ch. XXVIII, p. 4). This number is verified by the Detroit Sunday News-Tribune (Burton Historical Collection, Detroit Public Library. "Walkerville", Detroit Sunday News-Tribune, p. 17). Chauvin might well have used the latter source too, and in this case the author of this thesis seems inclined to emphasise the government statistics in his estimate.

²³Ontario Statute, 53 Victoria, c. 108, s. 4.

enthusiastically by the Walkerville citizenry as initially the candidates were numerous, with no apparent possibility of any nominee gaining office by acclamation.²⁴ Among the candidates, Thomas Reid, the head distiller of Hiram Walker and Sons loomed as the favorite contender for the mayoralty seat. However, at that time, H. A. Walker, a nephew of the town founder proclaimed his candidacy for the office of mayor. The other nominees withdrew and as the sole remaining contestant, the election was unnecessary, and H. A. Walker was honored with the distinction of being the first Mayor of Walkerville.²⁵ The councillors likewise obtained their posts by acclamation.²⁶ They included: Robert Kerr, Thomas Smith, Thomas Reid, J. H. Ellis, Patrick Walsh, John Bott, J. Edgar, F. Pulfer and George W. Busch.²⁷ Additional appointed officials in the town were: town clerk, Cecil H. Robinson;²⁸ treasurer, Dr. C. W.

²⁴Amherstburg Echo, April 25, 1890, Article 75.

²⁵The Detroit Journal charges that Hiram Walker "controlled" the town's first election (Detroit Journal, May 10, 1890, p. 2). The Amherstburg Echo fails to make such an accusation but noted one week that there would be a plentiful number of candidates for the offices available, while in the next issue it noted an election by acclamation, which would seem to indicate some unexpected development in the election during the interim period (Amherstburg Echo, April 25, 1890, Article 75 and Ibid., ca. May 16, 1890, no article number given).

²⁶Amherstburg Echo, ca. May 16, 1890, no article given.

²⁷Ibid., ca. May 16, 1890, Article 79.

²⁸Windsor City Hall Vault, Second Floor, Clerk's Office. Town of Walkerville By-Law, No. 2, June 10, 1890. Cited hereafter as Town of Walkerville By-Law, No. . . .

Hoare;²⁹ medical health officer, Dr. Hoare;³⁰ assessors, C. M. Walker and Charles Chilvers;³¹ solicitors, Patterson, McHugh and Leggatt;³² tax collector, Andrew Reid.³³ The highest paid position in the civic hierarchy was that of the town clerk, with Cecil H. Robinson receiving an annual stipend of two hundred dollars.³⁴ The mayor's salary was one hundred dollars.³⁵ There is no indication that the councillors received any pecuniary compensation for their services.

The Council convened the second and fourth Tuesday of each month at 7 p.m. and debated the issues at hand not later than 11 p.m. when it retired without formal adjournment. A substantial amount of work done by the Walkerville town fathers was resolved through standing committees. These were the committees of: Finance and Assessment; Fire, Water and Light; Board of Works; Public Market; Printing and Education; Licenses; Charity; and Police.³⁶ Most of the committees are self-explanatory, but the Market Committee was the most

²⁹Ibid., No. 1, June 10, 1890.

³⁰Ibid., No. 6, June 11, 1890.

³¹Ibid., No. 3, June 11, 1890.

³²Ibid., No. 9, June 11, 1890.

³³Ibid., No. 14, October 14, 1890.

³⁴Ibid., No. 2, June 10, 1890.

³⁵Ibid., No. 20, December 23, 1890.

³⁶Ibid., No. 11, June, n.d., 1890.

curious of all, since the town was not to possess a market for many years after incorporation. Consequently, until the market was established in 1924,³⁷ the Market Committee dealt with those matters that fell outside the jurisdiction of the other committees. The Fire, Water and Light Committee was one of the most important of the three member committees. It was required to report periodically on the state of readiness of the fire brigade and apparatus which protected the town. The fire department was a privately owned service even after incorporation however, and the Walkers took care to maintain it in good condition. The same committee was to regulate and superintend those matters pertaining to the Walkerville water supply and the town lighting.³⁸ In this instance it was merely a matter of securing an annual agreement with the Walker family, which controlled both these aspects of the town's public utilities.³⁹

The obvious responsibilities of the Police Committee included the supervision and regulations of the town's constabulary. Like most other organizations in the distillery town, Hiram Walker was responsible for the development of the Walkerville police force. Apparently the first constable to patrol the Walkerville streets was one Amos B. Griffiths who was engaged by the Walkers about 1887. Prior to the assumption of

³⁷Ibid., No. 1053, December 22, 1924.

³⁸Ibid., No. 11, June, n.d., 1890.

³⁹Chauvin, Ch. XXXIV, p. 5.

his law-enforcement duties in Walkerville, Griffiths had been turnkey in the Sandwich jail.⁴⁰ The force was expanded by the Walkers and by 1890 it consisted of Chief Griffiths and an additional constable. The firm dressed the officers in resplendent uniforms and the two-man detachment underwent a monthly inspection at the main office of the distillery. The Chief of the Walkerville Police Department was no sinecure's position, and he was obliged to patrol the town just as his constable. A slight concession was made to Griffiths in granting him the privilege of selecting the hours during which he was to perform his duties. In an effort to encourage regularity and efficiency within the constabulary, Walker established a call box system, and the patrolmen were required to ring in hourly, their calls being recorded and checked by the distiller the following morning. This protection was rendered without charge to the residents of Walkerville.⁴¹ On the elevation of the village to town status in 1890, the police force was placed under the jurisdiction of the corporation.⁴² Its strength was retained at two constables, including the chief,⁴³ except in the summer months when tramps sometimes appeared in

⁴⁰Amherstburg Echo, January 31, 1890, Article 24.

⁴¹The Detroit Journal, May 10, 1890, p. 2.

⁴²Town of Walkerville By-Law, No. 4, June 10, 1890.

⁴³Walkerville Council Minutes, January 10, 1893, p. 8 and September 12, 1893, p. 75.

the town, at which time additional patrolmen might be engaged on a temporary basis.⁴⁴ With incorporation the duties of the policemen became more burdensome. They were then obliged to report on the number of darkened lamp globes on Walkerville streets⁴⁵ and also to serve as truant officers for delinquent Walkerville school children.⁴⁶ The salaries of the force, which numbered three by 1897,⁴⁷ appears paltry by contemporary standards. The chief received \$650 annually and the two constables \$570, these salaries being attained only after a number of increases during the initial decade following incorporation.⁴⁸

Strangely enough, the first "lock-up" or jail was constructed in Walkerville about 1880, apparently seven years before the initial law-enforcement agent arrived in the hamlet. The new "lock-up" was built at an approximate cost of \$275⁴⁹ and it was situated north of the Great Western Railway line, probably on the southern side of Sandwich Street (Riverside Drive) in the close proximity of the firemen's

⁴⁴Ibid., June 26, 1894, p. 155 and December 11, 1894, p. 185.

⁴⁵Ibid., February 28, 1893, p. 25 and March 14, 1893, p. 29.

⁴⁶Ibid., February 13, 1894, p. 125.

⁴⁷Ibid., March 9, 1897, p. 454.

⁴⁸Ibid., May 8, 1900, p. 217.

⁴⁹Amherstburg Echo, ca. June 10, 1880, Article 116.

hall.⁵⁰ It was very small, with only two cells, but was apparently deemed adequate to accommodate Walkerville wrongdoers.⁵¹ This place of detention served to lodge town malefactors until the early 1890's, when agitation developed to demand the building of a new "lock-up". It was felt that the one then standing was poorly situated and unfit for use, so much so that the chief of police was reluctant to show the structure to visitors asking to see it.⁵² Dissatisfaction continued, until in 1896, when a lot was purchased on the east side of Walker Road just south of present-day Riverside Drive for \$300 from the Walkerville Land and Building Company, a Walker enterprise.⁵³ The second structure to house the town jail also served as an armory for Walkerville's new military unit. The 21st "Essex" Battalion was organized in June 1885 and included five companies, one of which was No. 4 Company stationed at Amherstburg. In 1895, the latter Company was transferred to Walkerville and in 1907 became "D" Company of the 21st Essex Fusiliers.⁵⁴ When the military came to

⁵⁰ Amherstburg Echo, ca. July 1880, Article 117 and Hiram Walker Historical Museum, C. E. Goad, Map of Walkerville, Ontario, February 1884, Sheet One (cited hereafter as Goad, Map of Walkerville).

⁵¹ Amherstburg Echo, ca. July 1880, Article 117.

⁵² Walkerville Council Minutes, January 28, 1896, p. 297.

⁵³ Ibid., April 14, 1896, p. 335 and Ibid., June 30, 1896, p. 367.

⁵⁴ Letter from the Historical Section, Army Headquarters, Ottawa, July 24, 1963, to the author.

Walkerville in 1895, they lacked suitable quarters, and a decision was made to erect a combined police station and armory which was completed in 1897.⁵⁵ The resultant brick structure had the appearance of a miniature medieval castle of two stories.⁵⁶ It was well furnished and each member of the Company enjoyed separate lockers for his equipment, while all the Company had use of the gymnasium in the building.⁵⁷ Just as "D" Company might be proud of their quarters, Chief Griffiths had no longer any need to be ashamed of the new Walkerville "lock-up", and so two problems were solved simultaneously.

As a fledgling municipality, Walkerville periodically encountered additional problems of a more serious nature. One of the most difficult issues involved the relationship between the neighbouring municipalities of Windsor and Walkerville. Since Walkerville possessed no secondary school of her own, students who wished to supplement their elementary education were obliged to attend the Windsor High School. Until incorporation, Walkerville made no direct payments for the support of the Windsor institution, but contributed to it through the county grant. An amended financial agreement with the county accompanied the transition of unincorporated

⁵⁵Walkerville Council Minutes, February 9, 1897, p. 440.

⁵⁶In the Private Collection of Neil F. Morrison. Walkerville, Canada (n.p. The Canadian Souvenir Publishing Co., 1898), see photo, "police headquarters and armory".

⁵⁷Ibid.

village to town, but Walkerville councillors still believed that the new agreement between the town and the county included the payment to the Windsor High School for Walkerville students in attendance.⁵⁸ Consequently, when requested, the Walkerville Council refused to reimburse the Windsor High School for Walkerville scholars.⁵⁹ By 1895 Windsor authorities claimed that the upriver community was in arrears on payments for academic services.⁶⁰ But the Walkerville town fathers stubbornly refused to acknowledge this debt, maintaining that the annual county grant still covered the secondary school education of Walkerville pupils. When the Walkervillians discovered that they were, in fact, responsible for the payments in question, they argued that it was most unreasonable to support the high school financially and exercise no voice in the administration of the institution. Walkerville demanded admittance into the high school district and the privilege of electing a trustee.⁶¹ At length, however, the Walkerville town fathers decided to assume the responsibility of the Windsor Institute fees for pupils from Walkerville, subject to certain conditions:

Walkerville assumes the responsibility of the Windsor High School fees, for Walkerville students pro rata, who have graduated at the Walkerville Public

⁵⁸Walkerville Council Minutes, April 10, 1894, p. 135.

⁵⁹Ibid.

⁶⁰Ibid., January 8, 1895, p. 189.

⁶¹Ibid., June 12, 1894, p. 152.

School and been regular and bonafide scholars thereof, a certificate from the Head Master to this effect to be furnished to each scholar desirous of attending the Windsor High School and the parents of such children being the supporters of our Public School and that each scholar shall procure a certificate of residence from the Town Clerk to be presented to the principal on his or her entering the High School and that costs of tuition of said pupils be provided for by assessment.⁶²

Even this plan caused some discontent as frequent discrepancies occurred in the number of certificates issued by the town clerk and the number of pupils in attendance at the high school.⁶³ The school question proved to be one of the most contentious problems between the two municipalities in the first decade of Walkerville's existence as a town.

In other matters, splendid co-operation existed between the two neighbouring riverfront communities in the 1890's. Possibly the most prevalent danger in both municipalities at the time was the spread of contagious diseases. In 1890 the Walkerville Public School was closed as a result of a scarlet fever epidemic⁶⁴ and had to be thoroughly cleaned and fumigated before it was re-opened to the students.⁶⁵ The following year a diphtheria outbreak caused the closing and disinfecting of the school again.⁶⁶ Typhoid⁶⁷ and black

⁶²Ibid., March 12, 1895, p. 215.

⁶³Ibid., February 12, 1895, p. 202.

⁶⁴Amherstburg Echo, ca. July 4, 1890, Article 111.

⁶⁵Ibid., ca. July 18, 1890.

⁶⁶Ibid., September 25, 1891, p. 4, Article 144.

⁶⁷Ibid., May 1, 1896, p. 5.

measles⁶⁸ posed additional dangers to Walkerville and vicinity just before the turn of the century, and the possibility of an epidemic was always prevalent, a fact of which Walkervillians were undoubtedly aware. The upriver town lacked an isolation hospital but Windsor did maintain its own "pest-house"⁶⁹ and in 1899 negotiations resulted in Walkerville receiving permission to send citizens suffering from a contagious disease to the Windsor Isolation Hospital. Although Walkerville was permitted to use the facilities without charge, the town assumed the expenses of its own patients, and disinfected the rooms following their recovery.⁷⁰ This spirit of co-operation alleviated the possibility of a dangerous epidemic.

Some of Walkerville's problems were purely domestic in nature and involved no other municipality. The Grand Trunk Railway proved to be a persistent source of discontent to Walkerville people. The speed of the train through the village annoyed the inhabitants.⁷¹ The Second Street (Devonshire Road) crossing was believed to be dangerous to vehicles and pedestrians alike, and the citizens demanded

⁶⁸Ibid., January 9, 1891, p. 1.

⁶⁹Walkerville Council Minutes, February 8, 1898, p. 69.

⁷⁰Ibid., March 14, 1899, pp. 142-3.

⁷¹Ibid., September 26, 1893, p. 82.

that a watchman be stationed there.⁷² After his advent however, he was frequently reprimanded for unsatisfactory performance of his duties. The "hideous noise" created by the prolonged shrill of the Grand Trunk trains disturbed the townspeople as well.⁷³ Possibly the outstanding grievance between the railway company and the corporation centered about the timeworn wooden railway bridge which spanned the Grand Trunk tracks on Sandwich Street (Riverside Drive). For many years the town fathers attempted to rid the municipality of this "unsightly" structure and have it replaced by a level crossing but to no avail.⁷⁴

Although Walkerville was a rapidly developing industrial town in the 1890's, elements of ruralism were still prominent. In this respect, Walkerville residents had difficulties with stray animals in the neighbourhood. In the 1890's some of the townspeople owned sheep,⁷⁵ or other types of livestock and on many occasions, these animals were killed by stray dogs and the municipal council was obliged to pay a portion of the losses.⁷⁶ Not only were dogs bothersome but

⁷²Ibid., June 12, 1894, p. 155.

⁷³Ibid., June 11, 1895, p. 239.

⁷⁴Ibid., January 10, 1899, p. 126.

⁷⁵Ibid., December 11, 1894, p. 184 and July 23, 1895, p. 250.

⁷⁶Ibid., June 8, 1897, p. 494 and July 13, 1897, p. 5.

even stray horses and cattle⁷⁷ proved a nuisance to residents of the town, especially in the Lincoln Road area⁷⁸ which was only developed in the early nineties.⁷⁹ The prevailing situation necessitated the existence of a town pound-keeper who was an important figure on the Walkerville scene. The initial pound-keeper in the town was appointed in 1893. His duties were to rid the municipality of such wandering nuisances as horses, cattle, sheep, goats, swine and geese. In the early years of incorporation, no public pound existed, and the pound-keeper was obliged to utilize his own facilities for the retention of the various animals. The holder of this position in the 1890's was required to possess a sense of justice as he might be asked to serve as ex officio magistrate in the pursuance of his daily tasks. In instances where irate householders brought animals to the pound which had damaged their properties, the pound-keeper was obliged to solicit the damages from the owner of the impounded animal before the latter was given its freedom. Should a dispute ensue over the extent of damages payable by the owner of the offending animal, the pound-keeper possessed the authority to summon a "court of three fence-viewers". One of the judges was chosen by the owner of the delinquent animal, a second by the party

⁷⁷ Ibid., July 13, 1897, p. 13 and June 14, 1898, p. 90.

⁷⁸ Ibid.

⁷⁹ Amherstburg Echo, April 4, 1890, p. 6. Also see Goad, Map of Walkerville, December 1890, Sheet Three.

claiming damages, while the third arbiter was selected by the pound-keeper. The jury then retired to the scene of the destruction and assessed the amount payable according to the damages. This sum was then paid to the claimant. Since the post of pound-keeper was not a salaried job, his income was derived entirely from poundage fees. Should a horse be impounded, the keeper would be the recipient of fifty cents per day of confinement, similarly cattle were lodged at thirty cents, swine fifty cents, sheep and goats ten cents each, while geese were the least remunerative type of captive, netting the pound-keeper merely five cents daily. As the years passed the pound-keeper disappeared from the Walkerville scene.⁸⁰ Yet, in his time, he must have been one of the hardest-working individuals in the town and was faced with many difficult tasks.

Walkerville was a relatively small town, but it was not a dull place, and holidays and special occasions were enthusiastically greeted by the citizenry which usually dressed the corporation in flags and bunting on Labor Days and Civic Holidays. A typical Civic Holiday might include a parade, athletic events, such as a ten mile bicycle race, a boat race or swimming meet, all rather simple but conceivably entertaining diversions.⁸¹

⁸⁰Town of Walkerville By-Law, No. 86, October 24, 1893.

⁸¹Amherstburg Echo, July 21, 1893, p. 4, Article 111.

However in 1894, a gigantic celebration took place, the magnificence of which Walkerville had never witnessed previously and was unlikely to see again. The occasion was the opening of Hiram Walker and Sons' new office buildings on the riverfront on the north side of present-day Riverside Drive. On Thursday, October 20, 1894, the fine buildings erected at a cost of \$100,000 were the scene of a gala celebration as hundreds of guests responded to the invitations issued by the Walkers. The visitors arrived from every corner of the United States and Canada and were met at the train by Mr. F. H. Walker and Mr. Robins, the treasurer of the distillery firm. Walkerville was attired in her best flags and bunting, and all day long the streets teemed with people. On arrival, the more distant guests were feted with a delectable luncheon in the Walkerville Music Hall, recently built, across the street from the new offices. The outstanding feature of the day's attractions was the reception in the new building from 2 to 6 p.m. Each guest was greeted by aging Hiram Walker, and his three sons, E. C. Walker, J. Harrington Walker and Franklin H. Walker, as they entered the interior of the structure. Inside was a dazzling spectacle of mosaic floors, marble columns and fine antique oak panelling. The four key members of the firm possessed private offices magnificently attired with antique furniture, marble fireplaces and fine paintings and reproductions. The general architectural style of the structure was Italian

Renaissance and features of some of Florence's finest architectural creations were incorporated into the Walker offices.

Throughout the day, Chicago caterers provided the festive crowd with all types of tasty delicacies, while the tinkling mandolins of the Mandolin Club of Chicago entertained those present. Tours of the distillery were conducted, and those who desired took trips on the Walkers' trim steam yacht, the Pastime. At six in the afternoon, the invited visitors departed but the evening was retained for the employees and their families who received the same regal treatment as their predecessors earlier in the day.

The modern facilities contained a kitchen, serving room and lunch room, a gymnasium and barbershop and all of the splendid woodwork, including much of the exquisitely intricate carving, was done by the Globe Furniture Company of Walkerville. October 20, 1894, was possibly the most magnificent celebration that ever occurred in Walkerville, and probably lingered on in the minds of participants for some time.⁸²

⁸²The preceding description was derived from two sources: The Amherstburg Echo, September 28, 1894, p. 3, Article 118 and "A Commercial Palace", The Toronto Empire, October 13, 1894, pp. 1-4. The latter newspaper may be consulted in the Public Relations Office, Hiram Walker Gooderham & Worts, Walkerville, Ontario. Since excerpts from both articles are so intricately incorporated in the formation of the composite description above, the author finds it advisable to omit specific references and list the two sources which may be consulted readily by interested persons. The value judgements are not those of the author but are found in the articles themselves.

corner A less grandiose event in 1897, was the dedication of the Victoria Jubilee Fountain, which is presently (1964) located in Willistead Park. As early as 1893, the Walkerville Council lamented that the town did not possess a fountain.⁸³ However the matter was repeatedly deferred until 1897, when it was decided that the erection of a suitable commemorative fountain should be the focal point of the town's proposed celebration of Queen Victoria's Diamond Jubilee. When the opinion of the Messrs. Walker was sought on the matter, these gentlemen believed that the \$300 budgeted for the proposed fountain was inadequate and that a first-rate fountain should be the objective.⁸⁴ They added that they wished to assume the financial burden of the memorial fountain themselves as a gift to the people of Walkerville.⁸⁵ Accordingly, on June 22, 1897, Walkervillians, with the remainder of the British Empire, acknowledged Victoria's sixtieth year on the English throne. The festivities commenced with a parade led by the town councillors, and in succession, various Windsor dignitaries in carriages, the Walkerville Band, the Essex Fusiliers, the school children and the members of the Bicycle Club with their gaily decorated bicycles, while the Walkerville Fire Brigade brought up the rear. The parade was terminated at the site of the memorial fountain at the

⁸³Walkerville Council Minutes, June 13, 1893, p. 54.

⁸⁴Ibid., May 11, 1897, p. 477.

⁸⁵Ibid., May 25, 1897, p. 489.

corner of Assumption and Second (Devonshire Road) Streets. There, the assemblage watched as Mrs. Edward Chandler Walker laid the cornerstone for the fountain using a handsome silver trowel designed for the auspicious occasion. This act was followed by the customary oratory of the assembled dignitaries, and in this manner, the morning's celebration was concluded.⁸⁶

In contrast to this cheerful event of 1897, was the morning of January 12, 1899. On this Thursday morning, the founder of the Town of Walkerville passed away at his Detroit home. He had been in ill health for some four years following a paralytic stroke in 1895, and two additional seizures took place two days before his death.⁸⁷ On the day after Hiram Walker's death, the Walkerville Council convened in a special session, at which time the town fathers drew up the following resolution of condolences:

The Mayor and Council of the Town of Walkerville having received the mournful news of the death of Mr. Hiram Walker the founder of the Town of Walkerville desire to place on record their appreciation of the great energy, enterprise, intelligence and beneficence displayed by Mr. Walker during his long and useful life which terminated at Detroit on January 12 A.D., 1899, and we express their sympathy with his sons and daughters and relatives in their bereavement. Signed at Walkerville this 13th day of January A.D. 1899.⁸⁸

⁸⁶Neil F. Morrison, "The Story of the Queen Victoria Jubilee Fountain", Radio Sketches (1945-1962) of Periods-Events-Personalities from the History of the Essex County-Detroit Area (n.p. Essex County Historical Association, April 7, 1963).

⁸⁷Chauvin, Ch. XXIX, pp. 2-3.

⁸⁸Walkerville Council Minutes, January 13, 1899, pp. 132-33.

The funeral was held at Detroit, Michigan, on Saturday afternoon, January 14, at the late Mr. Walker's home, the interment being in Elmwood Cemetery. The pallbearers were all from Walkerville and employees of the Walker firm, the town officials attended the funeral in a body, while Rev. Mr. Battersby, rector of St. Mary's, Walkerville, was among the officiating clergy.⁸⁹ In Walkerville, the day of the burial, the fire hall bell tolled a mournful dirge in recognition of the solemn occasion.⁹⁰

The passing of Hiram Walker, almost coincident as it was, with the end of a century, spelled the end of an era in the history of the Town of Walkerville.

In 1891, St. Mary's Anglican Church remained the sole place of worship, and except for the early 1870's, Methodists and other non-Anglicans were compelled to attend services in Windsor. Methodism returned to Walkerville in 1877, however, with the Reverend J. P. Rice as its designated standard bearer. Rice was one of those great clergymen whose primary

⁸⁹ Amherstburg Echo, January 20, 1899, p. 1, Article 8.

⁹⁰ In the N. F. Morrison Private Collection. Interview with T. F. Crouchman, May 23, 1953, conducted personally by N. F. Morrison.

CHAPTER V

RELIGIOUS AND CULTURAL INSTITUTIONS IN WALKERVILLE

1890-1922

Until the middle eighties, Walkerville was scarcely more than a sleepy hamlet dominated by a large distillery. By 1890, the town began to stir discontentedly and had emerged from its torpid existence. Ten years later Walkerville had completely shed those drowsy characteristics to assume all the attributes of a thriving industrial town. In 1911 Walkerville's population was 3302, double that of 1901, and the metamorphosis was complete.¹ Probably the dominant characteristic of the period 1890 to 1910 was the influx of industries, but this interval was complemented by the arrival of several churches in the town.

In 1891, St. Mary's Anglican Church remained the sole place of worship, and except for the early 1870's, Methodists and other non-Anglicans were compelled to attend services in Windsor. Methodism returned to Walkerville in 1892, however, with the Reverend J. P. Rice as its determined standard bearer. Rice was one of those gifted clergymen whose primary task was the rescue of churches in distress and the development

¹Population, 1871-1941 (Ottawa: King's Printer, 1944), p. 100. The population for 1901 was 1595 compared with the 1911 figures of 3302.

of infant congregations under the most hopeless of conditions.² Apparently Walkerville exhibited all the symptoms under which Reverend Rice thrived, and the latter strongly believed that a Methodist church should be re-established in Walkerville. In June, 1891, the London Conference was meeting in Windsor, and Rice appeared before this assemblage with arguments supporting the inauguration of a church enterprise in the upriver community.³ His plea was successful, and during the evening of June 9, 1891, the Lincoln Road Methodist enterprise received the sanction of the London Conference Committee.⁴ That same night, Reverend Rice procured a small book in which he recorded donations for his endeavour. On the flyleaf of this booklet, the following notation appeared:

Subscription Booklet for First Lincoln Road Methodist Church,
June 9, 1891, inside cover. Windsor, June 9th, 1891.

This certifies that Rev. J.P. Rice has the authority of the London Conference to canvas for aid in the erection of a church and parsonage in the Walkerville Mission. We most heartily commend the enterprise.

W.W. Edwards, Sec.

B.C. Clement, Pres.⁵

²Lincoln Road United Church Archives, Windsor. MS Letter from the Reverend J. P. Rice to the Reverend B. H. Robinson, incumbent pastor of Lincoln Road United Church, October 4, 1943. Cited hereafter as Rice to Robinson, October 4, 1943.

³Archives of the United Church of Canada, Victoria University, Toronto. MS Minute Book, London Stationing Committee 1884-1902, morning session, June 2, 1891, pp. 104-5.

⁴Archives of the United Church of Canada, Victoria University, Toronto. MS Minute Book, London Conference, the Methodist Church of Canada, 1884-1891, evening session, June 9, 1891, p. 642.

⁵Lincoln Road United Church Archives, Windsor. MS

The authorization was completed with the seal of the London Conference of the Methodist Church. Prepared in this manner, with the subscription book, Rice began the solicitation of funds for the project. Among his contributors were two well-known evangelists of the time, Crossley and Hunter, and J. L. Hudson of Detroit, who contributed one hundred dollars to the fund.⁶ In his quest for financial assistance, Rice appealed to Hiram Walker. The town founder declined to contribute, maintaining that so long as St. Mary's was only half-filled on the Sabbath, there was no need for an additional church in the town. The distiller even refused to sell Rice a lot as a future site for the proposed church.⁷ Lincoln Road was just

Subscription Booklet for First Lincoln Road Methodist Church, June 9, 1891, inside cover. Cited hereafter as Subscription Booklet.

⁶Ibid.

⁷Lincoln Road United Church Archives, Windsor. A Short History of Lincoln Road United Church, Windsor (Walkerville), Ontario (n.p. 1939), Book I, p. 3. Cited hereafter as A Short History of Lincoln Road United Church. Hiram Walker spoke the truth when he suggested that his church, St. Mary's, was only half-filled. In 1891 the average attendance was only 105 (Office of the Anglican Church of Canada, Diocese of Huron, Richmond Street, London, Ontario. Synod Journal, Diocese of Huron, 1889-1892, Parochial Reports as of April 30, 1891, p. 189). The seating of St. Mary's was 250 (Synod Journal, 1898-1901, Parochial Report for the year ending April 30, 1898, p. xlvi). Readers might wonder too, if Walker refused to sell Rice a lot in the town, how the church came to Walkerville. In 1890, Walkerville consisted of farm lots 94, 95 and 96 in the first concession, Township of Sandwich East. Walker's landholdings seem to have been almost entirely in lots 95 and 96, which in 1890 constituted the developed portion of town (Hiram Walker Historical Museum. C. E. Goad, Map of Walkerville, Ontario, December 1890, Sheets Three and Four). However lot 94 had been owned by the Chilver

a new subdivision in 1890 however,⁸ and not owned by Walker, and on this street Rice bought lots 118 and 119 from John Curry on June 16, 1891.⁹ The following month, on July 8, lot 120, at the southwest corner of Lincoln Road and Wyandotte Street was purchased as a site for the proposed church.¹⁰ The contract for the construction of the parsonage was entered into September 4, 1891. The estimated cost was \$1695 and the date of completion was scheduled for November 10 of the same year.¹¹ In June, 1892, a contract was signed for the construction of the church, at an estimated cost of \$6519¹² and this structure was dedicated November 20, 1892.¹³ Dr. Alexander Sutherland of Toronto, the General Missionary Secretary, preached at the morning and evening services and officiated

family (Hiram Walker Historical Museum, MacDonald Historical Collection, MS Wilkinson Papers, 20-235, Lot Ninety-Four). The westerly portion of lot 94 was sold in 1890 to a Windsor land syndicate which subdivided the purchase into Lincoln Road and Gladstone Avenue (Amherstburg Echo, April 4, 1890, p. 6). Thus Rice was not dealing with Walker when he bought the real estate. There is no doubt that Walker opposed the construction of the church (Rice to Robinson, October 4, 1943). Rice makes reference to the "intense opposition of Distiller Hiram Walker".

⁸Amherstburg Echo, March 28, 1890, p. 6 and Ibid., April 4, 1890, p. 4.

⁹Lincoln Road United Church Archives, Windsor. MS Minutes of the Church Building Committee, p. 103. Cited hereafter as Building Committee Minutes.

¹⁰Ibid., p. 2.

¹¹Ibid., pp. 3, 11, 12.

¹²Ibid., p. 51.

¹³Ibid., p. 13.

at the dedication.¹⁴ The church membership at the outset numbered only seventy-five.¹⁵ The first Sunday School in the new church was held January 15, 1893, with William Woollatt, the superintendent.¹⁶ This was the same individual who was associated with the Lake Erie and Detroit River Railway, and who was to remain superintendent of the church school for forty years. Mr. Woollatt also served at various intervals as choir leader,¹⁷ as a member of the building committee of the first church,¹⁸ and as quarterly official board member.¹⁹

The Reverend J. P. Rice remained in Walkerville only six months after the opening of the Walkerville Methodist Church. Then he was summoned to the rescue of Alma College

¹⁴A Short History of Lincoln Road United Church, I, 3.

¹⁵This information is located in the Lincoln Road United Church Archives, Windsor, on a sheet bearing the following title: "Lincoln Road United Church-Data from Year Books, Minute Books, Legal Documents, Etc. Above Data Assembled Without Adequate Double Check by W. J. Brownell, April 15, 1941". Cited hereafter as "Data . . . April 15, 1941". Brownell at this time was evidently compiling a church history; his notes, his letters of enquiry to the various archives for information give evidence that he took the utmost care with his task. Where possible, the author of this thesis has checked Brownell with the original documents and found him to be most reliable.

¹⁶Lincoln Road United Church Archives, Windsor. MS Sunday School Secretary's Record Book, January 15, 1893-January 14, 1906, p. 1.

¹⁷A Short History of Lincoln Road United Church, I, 21.

¹⁸Building Committee Minutes, p. 1.

¹⁹Lincoln Road United Church Archives, Windsor. MS Quarterly Official Board Minutes, February 18, 1920, p. 95. Cited hereafter as Lincoln Road Church Official Board Minutes.

which was experiencing financial difficulties.²⁰

Under successive ministries, the church membership continued to increase. A decade after the opening of Lincoln Road Methodist Church, the membership had attained 130 under the guidance of the Reverend John H. Kirkland.²¹ On September 21, 1913, in the pastorate of the Reverend Harry T. Ferguson, the church mortgage was burned at the Harvest Home service.²² The congregation did not rest on their laurels however and only four months later, on January 6, 1914, a decision was made to build the present church.²³ Probably the primary motive for this resolution was the growth in members and adherents to 516 in 1914, quite a contrast to the seventy-five charter members of twenty-two years previously.²⁴ The new church was to stand three lot-widths south of the old structure, on a site consisting of lots 114, 116, 117 and part of lot 115.²⁵ On September 19, 1914, the cornerstone of the new church was laid by Mr. Woollatt.²⁶ The present Lincoln Road Church was opened September 12,

²⁰Letter from Rice to Robinson, October 4, 1943.

²¹"Data . . . April 15, 1941".

²²Building Committee Minutes, p. 193.

²³Ibid., p. 195.

²⁴"Data . . . April 15, 1941".

²⁵Building Committee Minutes, p. 197.

²⁶Ibid., p. 206.

1915,²⁷ still in the incumbency of Rev. Ferguson.²⁸ The structure cost \$42,065.59,²⁹ although the amount was offset in part by the sale of the old church for \$15,000.³⁰

The church In 1920, rumbles of expansion were again audible as the young people of the church sought some suitable accommodation for recreational purposes. This led to the formation of a committee to consider the feasibility of a church house.³¹ A solution was to be effected years later with the erection of the Woollatt Church House adjoining the present church. By 1922, the membership of the Lincoln Road Methodist Church was 959 and under the spiritual leadership of the Reverend E. A. Pearson, the church founded three decades previously by a Ruthven clergyman, continued to promote the cause of Methodism in Walkerville.³²

Anglicans at the turn of the century still attended the church on Sandwich Street (Riverside Drive) built by Hiram Walker in 1870. In 1902, a number of factors seemed

²⁷Lincoln Road United Church Archives. W. J. Brownell (comp.), "Factual History of Lincoln Road United Church, Windsor. For the Golden Jubilee of the Church, June 9, 1941." Cited hereafter as "Factual History of Lincoln Road United Church".

²⁸"Data . . . April 15, 1941".

²⁹Brownell, "Factual History of Lincoln Road United Church".

³⁰Building Committee Minutes, p. 213.

³¹Lincoln Road Church Official Board Minutes, p. 95.

³²"Data . . . April 15, 1941".

to indicate the desirability of a new structure for the parishoners. The proximity of the church to the Grand Trunk Railway led to frequent interruptions during the services. The church lacked a chancel and a vestry, both of which were deemed necessities. The Ladies Aid Society, sixty in number, was hampered by inadequate facilities for bazaars, or a meeting place.³³ The church basement which housed the eleven Sunday School classes consisting of 115 pupils³⁴ was too small to properly accommodate the scholars. Damp conditions prevailed in the basement too, which provided anything but a healthy atmosphere.³⁵ Although the church seated 250 worshippers, and average attendance was ninety, 280 parishoners were on the rolls,³⁶ and this constituted a problem on festivals or special occasions, when there was insufficient accommodation.³⁷

As soon as the sons of the late Hiram Walker learned of the difficulties and plans of the parishoners, they offered to erect a new church, rectory, and Sunday School, to the memory of their parents in the southern portion of the town,

³³St. Mary's Church Archives. Annual Report of the Church Wardens, St. Mary's Church, Walkerville, Easter 1902, p. 7. Reports hereafter cited as St. Mary's Church Annual Report.

³⁴Ibid., p. 4.

³⁵Ibid., p. 7.

³⁶Synod Journal, 1900-1903, Abstract of Parochial Reports for year ending April 30, 1900.

³⁷St. Mary's Church Annual Report, Easter 1902, p. 7.

and plans to this end began at once.³⁸ The Walker sons inherited their father's tradition of exercising the utmost care in any enterprise undertaken, and a renowned firm of church architects, Cram, Goodhue and Ferguson of Boston and New York, prepared the blueprints for the ecclesiastical structure.³⁹ The cornerstone was laid by the Right Reverend Maurice S. Baldwin, D.D., Lord Bishop of Huron, on Monday, May 25, 1903, at 2:30 p.m.⁴⁰ The church was consecrated by Bishop Baldwin on Sunday, April 10, 1904.⁴¹ The Walkers not only provided for the building of the church but donated an organ, communion service, font, church and choir vestments, hymnbooks for choir and congregation, a library for the Sunday School, ranges in the school house and rectory, and all the cooking utensils and linens required for banquets or other types of entertainment.⁴² An endowment fund of \$25,000 was established by the Walkers, the income derived to be utilized for insurance and repair of the buildings and the grounds, and the provision of musical services for the church. In the deed of gift arrangements were set down for the church

³⁸St. Mary's Church Annual Report, Easter 1903.

³⁹St. Mary's Church Archives. Robert L. Daniels, St. Mary's Church, Walkerville (n.p. 1942), p. 8.

⁴⁰St. Mary's Church Archives. Office for Laying the Corner Stone at St. Mary's Church, Walkerville . . . on Monday, the Twenty-fifth Day of May, 1903

⁴¹St. Mary's Church Annual Report, Easter 1904.

⁴²Ibid.

cemetery. A plan was formulated whereby an endowment was to be established through the sale of cemetery lots, and in part was to constitute a Free Grave Endowment Fund to provide a final resting place for the poor parishoners of the church.⁴³

Over the years, St. Mary's has remained one of the outstanding attractions in old Walkerville. The sylvan setting and placid environs convey to the structure a sense of solemn dignity. It is not difficult to imagine that St. Mary's ivy-mantled tower and adjacent graveyard might have inspired Gray's Elegy Written In a Country Churchyard. Although St. Mary's constitutes one of the loveliest areas in the former Town of Walkerville, her exterior beauty is rivalled by the excellent interior furnishings.

Prominent in the construction of the church was Bertram Goodhue, of the firm of ecclesiastical architects, Cram, Goodhue and Ferguson of Boston and New York.⁴⁴ Goodhue was a designer of remarkable ability, who was responsible for the design of the four choir stalls in the chancel of St. Mary's Church. Following his death, these works of religious art were sought by the Smithsonian Institute of Washington, D.C., as an example of his talent.⁴⁵ The parish book-plate also

⁴³ St. Mary's Church Archives. Copy, Deed of Trust, March 31, 1904, Edward C. Walker et al. and Incorporated Synod of the Diocese of Huron. The use of the \$25,000 endowment is listed in "Deed of Trust", while the regulations pertaining to the church cemetery are in Schedule "A", s.'s 7,8,9.

⁴⁴ Daniels, p. 14.

⁴⁵ Ibid., pp. 17, 19.

designed by Goodhue was requested by the Congressional Library in the American capital as an addition to its collection, but the original was retained by the Walkerville parish.⁴⁶

During the initial year of services in the new church with a seating capacity of 250,⁴⁷ the rolls listed 330 members while the average Sunday School attendance was one hundred.⁴⁸ Like the other churches, St. Mary's sponsored a variety of weekday activities for the ladies, men and children of the parish. Possibly the most unique among these groups was the First Walkerville Company, Boys' Brigade. This was organized in 1901, the objects being to further Christian ideals among the boys of the church, and to instill in them a respect for obedience and discipline. The company was comprised of officers and men, the former usually adult members of the congregation. The brigade participated in parades on festive occasions and the activities of the company included the formation of a band. The brigade possessed its own colours and in the summer attended camp.⁴⁹ The movement won such acclaim throughout the town, that several among the citizenry voiced the hope that all the youth of the town might participate in the movement. The result was the formation of the Walkerville

⁴⁶Ibid., pp. 25-6.

⁴⁷Synod Journal, 1921-25, Abstract of Parochial Reports to the Bishop for year ending December 31, 1922, p. lvi.

⁴⁸Ibid., 1904-1907, Abstract of Parochial Reports to the Bishop for year ending April 30, 1905, p. xlv.

⁴⁹St. Mary's Church Annual Report, Easter 1903.

Cadets, an entity distinct from the Boys' Brigade of St. Mary's Church. Several of the key officers in the church brigade were asked to contribute their services to the wider town movement, the result being that the Cadets soon assimilated the Boys' Brigade and the latter group ceased to exist in 1904.⁵⁰

In 1914, a decade after the construction of the present church, the membership totalled 650 members, although the church remained only half full with an average attendance of 125 parishoners each Sunday.⁵¹ The Sunday School continued to flourish with 224 scholars, and an average attendance of 131 each Sunday.⁵² After the end of the First World War, the parish underwent a substantial growth. The roll in 1920 showed a membership of twelve hundred souls, although the active adherents remained about 120.⁵³ By 1918, the average Sunday School attendance had climbed to 210 each Sunday, which gave rise to much congestion in the latter area of church activity.⁵⁴ It seemed imperative that additional space be obtained and for this reason, a site was acquired in 1919 on Devonshire Court for erection of a new Sunday School addition. In the process of construction of the Memorial Hall, as the structure was to

⁵⁰Ibid., Easter 1904.

⁵¹Synod Journal, 1911-1915, Abstract of Parochial Reports to the Bishop for the year ending December 31, 1914, p. 1x.

⁵²St. Mary's Church Annual Report, 1914.

⁵³Synod Journal, 1921-25, Abstract of Parochial Reports to the Bishop for the year ending December 31, 1920.

⁵⁴St. Mary's Church Annual Report, 1918.

be known, in commemoration of those parishoners who had served in the Great War, it was felt that the building might serve as a church for the residents in the immediate district in addition to its original purpose.⁵⁵ By 1922, then, Anglicans were able to attend either St. Mary's Church built in 1904 or the recently constructed St. Mary's Memorial Hall on Devonshire Court.⁵⁶ The membership in the older St. Mary's diminished from twelve hundred to 560,⁵⁷ the difference presumably being in the numbers that joined the new congregation. In the erection of St. Mary's, the Walker sons had continued the family tradition of providing for the spiritual well-being of the inhabitants of the town founded by their father.

Presbyterianism was one of the earliest religions to appear on the Walkerville scene, but it was not until the first decade of the twentieth century, that it became solidly entrenched in the town. Possibly as early as 1884, the Presbyterian Church in Windsor held Sunday afternoon services in the new music hall owned by the Walkers who permitted its use for such meetings.⁵⁸ In the summer of 1891 consideration

⁵⁵Daniels, pp. 34-5.

⁵⁶Vernon's City of Windsor, Ojibway, Sandwich, Walkerville, Ford and Riverside Directory for Year 1922-23 (Hamilton: Henry Vernon and Son, 1922), p. 663.

⁵⁷Synod Journal, 1921-25, Abstract of Parochial Reports . . . for the year ending December 31, 1920, p. liv and Abstract of Parochial Reports . . . for the year ending December 31, 1922, p. lvi.

⁵⁸Amherstburg Echo, ca. April 1884, Article 24.

was given to the development of a mission Sabbath School in the vicinity of Walkerville.⁵⁹ No action was taken in this respect however, until November of 1907, with the inauguration of a branch Sunday School in Walkerville located in the Forester's Hall, on Victoria Road (Chilver Road) near Wyandotte Street.⁶⁰ In the same month, an organization meeting was convened in St. Andrew's Church in Windsor, at which time much enthusiasm was generated for the creation of a Walkerville congregation.⁶¹ With a view to such an end, an invitation was extended to Reverend Joseph Watt of Harrow, to hold church services in the Forester's Hall.⁶² Watt proved receptive to the idea and services were begun in the latter building under the sponsorship of St. Andrew's Presbyterian Church in neighbouring Windsor.⁶³

In August 1907, the organization of a church building committee took place, the most prominent committeeman being Gordon M. McGregor, the president of the three year old Canadian Ford Company Limited. By January 1908, a site was acquired at the north-west corner of Windermere Road and

⁵⁹Ibid., July 10, 1891, p. 5, Article 108.

⁶⁰In the Possession of the Author, Golden Anniversary Booklet, Chalmers United Church (Walkerville) Windsor, Ontario, 1908-1958, p. 5. Cited hereafter as Chalmer's Church Anniversary Booklet.

⁶¹Amherstburg Echo, November 8, 1907, p. 7, Article 90.

⁶²Ibid., November 1, 1907, p. 5, Article 86.

⁶³Chalmer's Church Anniversary Booklet, p. 5.

Niagara Street, and in March, construction got underway.⁶⁴ The building progressed favorably and on the morning of May 25, 1908, the Honourable M. L. Sutherland, M.P. for North Essex, officiated at the laying of the cornerstone.⁶⁵ The Walkerville First Presbyterian Church was opened November 12, 1908.⁶⁶ The basement was left unfinished in an attempt to economize, but the cost of the church and hall was \$14,474,⁶⁷ with the pews installed by the Globe Furniture Company of Walkerville, an additional \$1150.⁶⁸

Meanwhile the supporters of the infant church were active in the organization of a congregation. At the inaugural meeting of the session of the new church, January 2, 1908, John Lorne and H. Johnston were appointed elders. The extensive districts assigned to the two men indicated that the members and adherents were few in number and scattered about the town. Elder Lorne was to administer to all members from Cataraqui Street, south to the Tecumseh Road. Those in the congregation residing between the river and Cataraqui

⁶⁴Ibid., pp. 5-6.

⁶⁵Chalmer's United Church Archives. MS Minute Book of the Session of the First Presbyterian Church, Walkerville, April 26, 1908, p. 2. Cited hereafter as Session Minutes of Walkerville First Presbyterian Church. Also Chalmer's Church Anniversary Booklet, pp. 6-7.

⁶⁶Chalmer's Church Anniversary Booklet, p. 8.

⁶⁷Ibid., p. 6.

⁶⁸Ibid., p. 7.

Street were the responsibility of Elder Johnston.⁶⁹ On January 26, 1908, the new congregation held its first communion in the Foresters' Hall with the entire church membership of ninety-six present.⁷⁰

Although a separate congregation, the Walkerville First Presbyterian Church retained its close association with the mother church, St. Andrews, Windsor, whose session was appointed by the presbytery to serve as the overseers of the youthful enterprise.⁷¹ In February, 1909, a decision was made to secure a full-time minister for the church and a call was sent to the Reverend Peter Taylor who responded favorably.⁷² Reverend Taylor was a native of Hamilton, Ontario. His theological training was taken at Knox College, and at the time of the Walkerville summons, he was assistant registrar at the University of Toronto.⁷³

On his advent, Reverend Taylor found a flourishing Sunday School, an Adult Bible Class, a Ladies Aid Group, whose endeavours had paid for the installation of the seating in the church, a Girls Aid Society and a Mens Social Club. Attendance figures proved encouraging with the number of

⁶⁹Session Minutes of Walkerville First Presbyterian Church, February 8, 1909, p. 8.

⁷⁰Ibid., January 24, 1908, p. 2.

⁷¹Ibid., January 17, 1909, pp. 6-7.

⁷²Ibid., February 8, 1909, pp. 7-8.

⁷³Chalmer's Church Anniversary Booklet, p. 5.

members and adherents showing an increase to 127, over the original charter membership of ninety-six.⁷⁴ After an incumbency of seven years, Mr. Taylor resigned in October, 1916,⁷⁵ and took with him the best wishes of the congregation.⁷⁶ On his departure, the rolls disclosed a membership of 269 members.⁷⁷ A number of additional church groups were established during Mr. Taylor's pastorate and the relationship between minister and congregation proved most fruitful. Mr. Taylor's successor was the Reverend M. Gordon Melvin of New Westminster, British Columbia.⁷⁸ An ardent scholar, and a native of Ontario, Rev. Melvin had passed eight years of his ministry on the west coast before he came to Walkerville where he was to serve for a period of nine years.⁷⁹

The change in ministries occurred during the Great War, and in their small way, the congregation of the First Presbyterian Church, Walkerville, lent their support to the overseas effort. In 1914, three organ recitals, featuring soloists and the choir were held in support of the Walkerville Patriotic Relief Fund.⁸⁰ Congregational letters were

⁷⁴Session Minutes of Walkerville First Presbyterian Church, January 20, 1910, pp. 20-22 and January 18, 1911, p. 32.

⁷⁵Ibid., October 1, 1916, p. 88.

⁷⁶Ibid., October 5, 1916, p. 89.

⁷⁷Ibid., Annual Report of the Session for 1914, p. 78.

⁷⁸Ibid., January 24, 1917, p. 93.

⁷⁹Chalmer's Church Anniversary Booklet, p. 7.

⁸⁰Session Minutes of Walkerville First Presbyterian Church, Annual Report of the Session, 1914, p. 79.

dispatched to the men at the front, in order that they would not feel entirely forsaken on a foreign battlefield.⁸¹

By 1917, the membership of the Sunday School had attained such proportions⁸² that an expansion of facilities was necessary. It was determined that the most feasible remedy would be the completion of the basement beneath the church, which would permit the accommodation of additional classrooms. After congregational approval, the work was undertaken.⁸³ The project was completed in January of 1919, with dedication of the facilities on January 23, 1919.⁸⁴

In the same year, the Reverend Melvin explained that a number of Protestants were residents in the adjacent Town of Ford, where no services were available to them. He believed that a Sunday School should be established there for the accommodation of the youngsters.⁸⁵ This was done in February, 1919.⁸⁶ Almost simultaneous with the establishment of the Presbyterian enterprise, the Methodist and Anglican churches of Walkerville started missions in Ford.⁸⁷ The field was

⁸¹Ibid., October 30, 1917, p. 107.

⁸²Ibid., Report of the Session for 1917, p. 113.

⁸³Ibid., March 4, 1918, p. 120 and April 21, 1918, p. 121.

⁸⁴Ibid., January 9, 1919, p. 131.

⁸⁵Ibid., February 2, 1919, p. 137.

⁸⁶Ibid., March 2, 1919, p. 137.

⁸⁷Ibid., March 4, 1919, p. 138.

unable to support three Protestant churches, however, and the Presbyterians withdrew after several months, resigning the field to the other two denominations.⁸⁸

The post-war years constituted a period of rapid population growth in Walkerville and in 1921, the inhabitants of the town numbered 7,059.⁸⁹ This increase was reflected in the membership of the First Presbyterian Church of Walkerville which had attained a membership of 708 souls, a marked contrast to the charter membership of ninety-six, fourteen years previously.⁹⁰

No additional Protestant churches appeared in Walkerville until 1919, when a Baptist Church, with the Reverend H. McDiarmid, pastor, was located on the southwest corner of Windermere Road and Cataraqui Street.⁹¹

Catholics fell behind their Protestant counterparts in the erection of churches in Walkerville. Until 1884, Roman Catholics were obliged to attend mass either at St. Alphonsus or Assumption Churches. Bishop Walsh of the London Diocese realized that prospective parishoners in the Walkerville confines of the Diocese should be provided with

⁸⁸Ibid., October 3, 1919, p. 143.

⁸⁹Population, 1871-1941, p. 100.

⁹⁰Session Minutes of Walkerville First Presbyterian Church, Report of Session for 1922, p. 191.

⁹¹Vernon's City of Windsor, Sandwich, Walkerville and Ford Directory for the Year 1919-1920 (Hamilton: Henry Vernon and Son, 1919), p. 572.

additional church accommodation and after several visits to the area, His Excellency decided that the most suitable site for a church would be in the immediate vicinity of Walkerville.⁹² Acquainted with the fund-raising capabilities of the Rev. James Theodore Wagner, who had amassed the required monies for the building of St. Alphonsus Church,⁹³ Bishop Walsh put the former in charge of gathering funds for the new enterprise just above Walkerville.⁹⁴ Among the benefactors was Hiram Walker, who purportedly had offered St. Mary's Church to the London Diocese earlier, in the hope that Anglicans and Catholics might share the facilities, but the response of the Diocese was negative.⁹⁵ Success attended the efforts of Wagner and in March 1884, the first sod was turned.⁹⁶ Two months later, a large number of people witnessed the laying of the cornerstone.⁹⁷ On November 3, 1884, Bishop Walsh officiated at the dedication ceremonies of the completed ecclesiastical structure which cost \$12,745.⁹⁸ The red brick church, just above Walkerville on the river road, possessed

⁹²Amherstburg Echo, November 7, 1884, Article 77.

⁹³Ibid., October 24, 1884, Article 72.

⁹⁴Ibid., November 7, 1884, Article 77.

⁹⁵Private Collection of N. F. Morrison. "Religious Activities", City of East Windsor (n.p. 1929), p. 74.

⁹⁶Amherstburg Echo, ca. March 1884, Article 20.

⁹⁷Ibid., ca. May 10, 1884, Article 37.

⁹⁸City of East Windsor, p. 74.

dimensions of ninety by forty-five feet with a seating capacity for five hundred parishoners. The interior of the structure was finished with maple flooring, pews of black ash, and an elegantly fashioned marble altar over which stood a statue of Our Lady of Lake St. Claire after whom the church was named.⁹⁹ This edifice was destroyed by fire in March of 1907.¹⁰⁰ The present church, Our Lady of the Rosary was constructed immediately following the destruction of its predecessor, being completed in 1908 at a cost of \$55,000. It was larger than the original structure.¹⁰¹ St. Anne's Church on Huron Street (Richmond Street) at Devonshire Road, the cornerstone of which was laid in November 1912, was the initial Catholic parish within the Walkerville boundaries.¹⁰²

Possibly the most impressive landmark of Walkerville is the commodious Tudor-style mansion, complete with courtyard, stables and gatehouse known as "Willistead". This large residence was constructed during the two years 1904-1906, by Edward C. Walker, the eldest son of the late Hiram Walker. The stately mansion was set in the midst of a 15 1/2 acre park and derived its name from that of E. C. Walker's brother Willis, a Detroit notary, who died in 1886. The E. C. Walkers

⁹⁹Amherstburg Echo, November 7, 1884, Article 77.

¹⁰⁰Ibid., November 1, 1907, p. 4, Article 85.

¹⁰¹Ibid., October 22, 1909, p. 2, Article 40.

¹⁰²The Church Cornerstone Cites the Date as November 17, 1912.

moved into Willistead in January 1906, from "the Cottage" to which Hiram Walker had brought his family originally in 1859 at the outset of his enterprise. The latter soon fell a victim to the wrecker's hammer after E. C. Walker moved to his new home.¹⁰³

The exterior woodwork of Willistead was the artistry of imported Bohemian craftsmen. The eavestroughs are of hand-wrought copper. The stone used in the buildings was quarried at nearby Amherstburg. At the building site it was carefully cut by Scottish stonemasons brought to Canada for this task.¹⁰⁴

The interior of the Walker mansion was quite as impressive as the exterior, due in part to the attractive paneling and intricate wood-working capabilities of the Globe Furniture Company of Walkerville.¹⁰⁵ The first floor of the tri-storey structure housed: E. C. Walker's library, a morning room, a large billiard room, the great hall, a drawing room and conservatory, a dining room and several servants' rooms. Nearly all the larger rooms were dominated by impressive hearths with intricately carved mantels. The wide staircase leading to the second floor was a most exquisite example of artistry in wood. The two upper floors were devoted to bed-

¹⁰³Carnegie Library, Windsor. R. L. Daniels, Re-Willistead, Residence of the Late Edward Chandler Walker, Submitted September, 1943.

¹⁰⁴"Tudor Mansion Linked to Company History", The Quarterly Spirit, II, No. 3 (Spring 1961), 16.

¹⁰⁵Daniels, Re-Willistead, Residence of the Late Edward Chandler Walker.

rooms for the Walkers, their personal valets, and guests. The third floor contained additional guest rooms and storage rooms.¹⁰⁶

Evidently, Mrs. E. C. Walker preferred shrubs to flowers and the former type of plant life, with trees, surrounded the property to provide a degree of privacy. The Walkers lived an aristocratic life. Locally, they travelled in a large two-seated phaeton with footmen at the front¹⁰⁷ and their Elizabethan-style mansion was the scene of entertainments on a lavish scale.¹⁰⁸

On the south side of the main residence, the lengthy promenade extending to present-day Richmond Street was painted green, while the Walkers were in residence. It was sheltered by an arch of catalpa trees, a flowering variety, which must have proven extremely attractive at certain seasons of the year.¹⁰⁹ The impressive wrought-iron fence around the property was erected in 1914 and 1915 by a Detroit firm.¹¹⁰

¹⁰⁶The Quarterly Spirit, II, No. 3 (Spring 1961), 17-18.

¹⁰⁷Private Collection of N. F. Morrison. Interview with Mrs. C. S. King, conducted by N. F. Morrison, November 19, 1955.

¹⁰⁸Carnegie Library, Windsor. "E.C. Walker is Taken by Death in Washington", Windsor Evening Record, March 11, 1915, p. 1. Microfilm copy.

¹⁰⁹Interview with Mrs. C. S. King, personally conducted by N. F. Morrison, November 19, 1955.

¹¹⁰Daniels, Re-Willistead, Residence of the Late Edward Chandler Walker.

for this Willistead has retained the dignity of bygone years and this imposing mansion, and nearby St. Mary's Church, both sheltered in sylvan solitude represent a touch of old England in old Walkerville.

In 1904 a cultural outlet appeared in Walkerville with the advent of a town library.¹¹¹ Previously residents of the upriver community enjoyed the privileges of the Windsor Public Library which opened on Ferry Street on December 6, 1894.¹¹² At its inception, the Windsor Library Board of Management invited Walkerville to join with it,¹¹³ and since local petitions supported the idea of a library in the town,¹¹⁴ the Walkerville Council deemed it appropriate to accept the invitation of the Windsorites. Consequently, as of April 1, 1896,¹¹⁵ Walkerville citizens were permitted access to the holdings of the Windsor library which consisted of 5943 volumes and some sixty newspapers and periodicals.¹¹⁶ In return

¹¹¹Office of the Chief Librarian, Windsor Carnegie Library. Windsor Public Library, Annual Report for 1905, p. 5.

¹¹²First Annual Report of the Windsor Public Library, 1895, p. 4.

¹¹³Ibid., p. 5.

¹¹⁴Windsor City Hall Vault. MS Minutes of the Walkerville Town Council, November 12, 1895, p. 274 and January 28, 1896, p. 298. Cited hereafter as Walkerville Council Minutes.

¹¹⁵Second Annual Report of the Windsor Public Library, 1896, p. 6.

¹¹⁶Ibid., p. 4.

for this privilege, \$175 annually was paid to the Windsor authorities.¹¹⁷ Full membership in the Windsor institution provided an opportunity for Walkervillians to attend the literary evenings sponsored by the library¹¹⁸ which were designed to foster a more critical attitude toward literary works. Periodically such evenings were held in the Walkerville Music Hall.¹¹⁹ In 1900 the Walkerville grant to the Windsor library was increased to \$200 annually,¹²⁰ and by 1902 it was raised once more to \$250 per annum.¹²¹ It would seem that Walkervillians failed to utilize their privileges to the utmost as only eighty-five applied for cards in 1897.¹²² The absence of figures for the ensuing years makes it impossible to determine if this remained a true indication of patronage from Walkerville.

¹¹⁷Windsor City Hall Vault, Second Floor, Clerk's Office. Town of Walkerville By-Law, No. 120, March 10, 1896. In the preamble the sum is quoted as \$175, but in the by-law proper \$170 is given. However the former figure is correct. For verification, see Second Annual Report of Windsor Public Library, 1896, p. 7.

¹¹⁸Second Annual Report of Windsor Public Library, 1896, p. 5.

¹¹⁹Walkerville Council Minutes, September 22, 1896, p. 397.

¹²⁰Sixth Annual Report of Windsor Public Library for 1900, p. 7.

¹²¹Eighth Annual Report for Windsor Public Library for year 1902, p. 8. It is true that Walkerville did pay \$200 in 1898, but this was under special circumstances. See Fourth Annual Report for Windsor Public Library for year 1898, pp. 6-7.

¹²²Walkerville Council Minutes, January 12, 1897, p. 423.

On Friday, October 16, 1903, the present Victoria Avenue branch of the Windsor Public Library was opened, a gift of Andrew Carnegie.¹²³ The modern new facilities did not benefit Walkerville residents for long however, since the following summer the town established its own library and terminated the nine year agreement with the neighbouring Windsor establishment.¹²⁴ Probably the citizens of the upriver town were wearying of the trolley trip to Windsor, and then too, Walkerville was increasing in stature and was able to undertake the maintenance of her own library facilities.

The first recorded meeting of the Walkerville Library Board took place June 16, 1904, at which time consideration was given to the proposed location of the new library.¹²⁵ While the latter decision was pending, Board members visited libraries in Windsor, Stratford, London and Toronto to ascertain the methods prevailing in these established institutions.¹²⁶ In January, 1905, Mr. John Edgecombe became the town's initial

¹²³Ninth Annual Report of the Windsor Public Library for 1903, p. 7.

¹²⁴Annual Report of the Windsor Public Library for 1905, p. 5.

¹²⁵Office of the Chief Librarian of the Windsor Public Libraries. MS The Walkerville Public Library, Minutes of the Meetings of the Board of Management, June 16, 1904, p. 2. Hereafter cited as Minutes of the Walkerville Library, Board of Management.

¹²⁶Ibid., July 4, 1904, p. 3.

librarian.¹²⁷ Two months later preparations were completed and the library was opened in the second floor of the Walkerville Music Hall on Sandwich Street (Riverside Drive).¹²⁸ The facilities were to be open Tuesdays, Thursdays and Saturday afternoons from 3-6 p.m., and Saturday evenings from 7-9 p.m.¹²⁹ The holdings of the new institution numbered only 414 volumes,¹³⁰ so borrowers were limited to a single book which might be retained a fortnight.¹³¹ Scarcely was the library settled, when it was moved into a house on the north-west corner of Kildare Road and Wyandotte Street, its first home scheduled to be razed.¹³² Inhabitants of the town received the library enthusiastically and the membership totalled 360 borrowers at the end of the first full year of operation.¹³³ In 1907 the library changed its location to rooms in the new Strathcona Block on the north-west corner of Wyandotte and Devonshire Road. It occupied a portion of the second floor

¹²⁷Ibid., January 16, 1905, p. 8.

¹²⁸Anne Hume, "Library Service in Walkerville, December 1896-December 1936", p. 1. Condensed from the Original Copy for the Use of the City Planning Commission, June 1945.

¹²⁹Minutes of the Walkerville Library, Board of Management, February 9, 1905, p. 12.

¹³⁰Ibid., February 6, 1905, p. 11.

¹³¹Ibid., February 9, 1905, p. 13.

¹³²Hume, p. 2.

¹³³Minutes of the Walkerville Library, Board of Management, January 2, 1906, p. 29.

there until 1922.¹³⁴

Viewed from a contemporary standpoint, the Walkerville Library occasionally encountered vexing problems. In 1918 a diptheria epidemic forced the closing of the building to alleviate the possibility of the spread of the dread disease via the circulation of books.¹³⁵ In addition, 125 to 130 volumes had to be destroyed after they had been in homes under quarantine.¹³⁶ In this manner the public safety was assured although the destruction of the books must have been accompanied by much misgiving.

In 1919, Miss Marcella Frebault, a graduate of the provincial library school inaugurated trained library service in the town.¹³⁷ By the following year library membership was 1,419, holdings totalled 9,878 volumes and 46,802 books circulated annually.¹³⁸ A fine selection of newspapers and periodicals was available too, including: the Victoria Colonist, the Regina Leader, Illustrated London News and Toronto Saturday Night.¹³⁹ Numerous donations were made to the library

¹³⁴Ibid., October 15, 1906. Verification of the location may be found in meeting of January 8, 1917, p. 105.

¹³⁵Ibid., February 4, 1918, p. 138.

¹³⁶Ibid., February 11, 1918, pp. 143-44.

¹³⁷Hume, p. 4.

¹³⁸Ibid.

¹³⁹Minutes of the Walkerville Library, Board of Management, March 2, 1908, p. 72.

by the townspeople and the generosity of the E. C. Walkers was evident on many occasions.¹⁴⁰

In 1920, an honours graduate of Queen's University and the Ontario Library School, Miss Anne Hume, succeeded to the post of town librarian.¹⁴¹ Two years later, on April 8, 1922, the Walkerville Library moved from the Strathcona Block to Willistead where it remains today.¹⁴²

Until 1905, the fine brick elementary school at the south-west corner of Devonshire Road and Wyandotte Street, constructed in 1886, remained the sole institution of learning in the village. However two new schools replaced the older edifice in 1905.

Catholic scholars in Walkerville had never enjoyed the privileges of a separate school in their town and by 1903, approximately 120 of them attended the separate school affiliated with the Church of Our Lady of Lake St. Clair in neighbouring Sandwich East.¹⁴³ About the turn of the century, this arrangement proved to be a source of difficulty as Catholic parents sought to divert payment of their school taxes from Walkerville to support their own institution in

¹⁴⁰Ibid., December 29, 1909, p. 121; June 6, 1910, p. 132; November 7, 1910, p. 140; July 10, 1911, p. 158; November 6, 1911, p. 166; April 6, 1914, p. 35; June 1, 1914, p. 41.

¹⁴¹Hume, p. 4.

¹⁴²Ibid., p. 6.

¹⁴³Amherstburg Echo, December 18, 1903, p. 2, Article

the adjacent township.¹⁴⁴ The Walkerville townfathers were not entirely disposed to grant such a dispensation and moreover claimed that they had no legal power to do so.¹⁴⁵ For a time, the issue was before the courts, but the decision rendered was unfavorable to the Catholics.¹⁴⁶ In view of the unsuccessful litigation, the Reverend Fr. Beaudouin, parish priest of Our Lady of Lake St. Clair, determined to erect a separate school in Walkerville which town Catholics could legally support through taxation.¹⁴⁷ He was successful in this endeavour and by September 1905,¹⁴⁸ St. Edward's separate school on the east side of Monmouth Road, immediately south of Huron Street (Richmond Street) opened its doors.¹⁴⁹

In the same year, a new public school was erected on a site occupying the block bounded by Victoria Road (Chilver Road), Windermere Road, Cataragui and Niagara Streets. H. A. Beaton was the first principal of the institution.¹⁵⁰ Nine

¹⁴⁴Walkerville Council Minutes, December 10, 1901, p. 321.

¹⁴⁵Ibid., January 14, 1902, p. 330.

¹⁴⁶Amherstburg Echo, February 10, 1905, p. 2, Article 6; June 30, 1905, p. 2, Article 44; August 4, 1905, p. 1.

¹⁴⁷Ibid., August 4, 1905, p. 1.

¹⁴⁸Ibid., September 8, 1905, p. 6.

¹⁴⁹Union Publishing Company's Windsor Directory Including Walkerville and Sandwich, 1908 (Ingersoll: Union Publishing Company, 1908), p. 407.

¹⁵⁰Ibid.

years later, in 1914, the progressive community required an additional public school and King George School was constructed on Ottawa Street between Windermere and Kildare Roads.¹⁵¹

The town still lacked secondary school facilities, and Walkerville high school students were obliged to attend the Windsor Collegiate Institute.

In the 1870's and 1880's Walkervillians were inclined to seek entertainment in the neighbouring municipalities of Windsor and Detroit. By the 1890's and 1900 Walkerville possessed sufficient activities to keep its populace at home. Possibly the outstanding social organization in the town was the Tecumseh Boat Club organized in 1889. In that year a number of local rowing enthusiasts purchased the house of the Detroit Boat Club which was brought across the river and placed about one hundred yards below the Walkerville ferry dock at the foot of present-day Devonshire Road.¹⁵² The club participated in numerous regattas against various American and Canadian societies.¹⁵³ Local Walkerville regattas were held on holidays, when club members vied for prizes donated sometimes by the Messrs. Walker,¹⁵⁴ who were prominent in

¹⁵¹Neil F. Morrison, Garden Gateway to Canada (Toronto: The Ryerson Press, 1954), p. 279.

¹⁵²Burton Historical Collection, Detroit Public Library. Burton Scrap Book, IV, p. 59.

¹⁵³Amherstburg Echo, July 15, 1892, p. 1, Article 114; Ibid., July 28, 1893, p. 5, Article 116.

¹⁵⁴Ibid., July 3, 1891, Article 180.

club affairs. This was particularly true of Edward C. Walker who for some time was president of the organization.¹⁵⁵ The members were the proud owners of a luxurious ten-oared barge donated by F. H. Walker in 1891.¹⁵⁶ This craft, christened the "Ella" after Mr. Walker's daughter, was lavishly cushioned and carpeted and could accommodate thirty-five passengers.¹⁵⁷ Thrice weekly, the "Ella" might be seen churning through the waters of the Detroit River with her complement of club members.¹⁵⁸ The Tecumseh Boat Club engaged in recreations other than boating. Annually, moonlight excursions complete with orchestra took place on the steamer "Sappho";¹⁵⁹ monthly dances were held in the clubhouse in the summer,¹⁶⁰ and in the Walkerville Music Hall in the cold winter months.¹⁶¹ The club possessed a bowling alley,¹⁶² with the Walkerville Fire Department, veteran bowlers, providing opposition for club members.¹⁶³ In 1896 two tennis

¹⁵⁵Ibid., June 14, 1895, p. 4, Article 75; Burton Scrap Book, IV, p. 59.

¹⁵⁶Amherstburg Echo, April 10, 1891, p. 1, Article 51.

¹⁵⁷Ibid., June 5, 1891, p. 5, Article 86.

¹⁵⁸Ibid., ca. June 12, 1896, Article 77.

¹⁵⁹Ibid., August 4, 1899, p. 6, Article 89.

¹⁶⁰Ibid., ca. October 15, 1890, Article 180; ca. October 15, 1890, Article 183; ca. November 15, 1890, Article 200.

¹⁶¹Ibid., December 25, 1891, p. 6, Article 197.

¹⁶²Ibid., January 16, 1891, p. 5, Article 10.

¹⁶³Ibid., January 30, 1891, p. 5, Article 16.

courts were added to the club's facilities, and the organization must have assumed a nature similar to contemporary country clubs.¹⁶⁴

The Walkerville Bicycle Club founded in the early 1890's¹⁶⁵ played a prominent role in local social life as well. Bicycling seemed to achieve considerable popularity at this time and in Essex County, clubs were formed in small towns such as Essex, Kingsville¹⁶⁶ and Leamington.¹⁶⁷ Periodically, wheelmen from various areas would congregate for a meet under the banner of the Canadian Wheelman's Association for substantial cash prizes.¹⁶⁸ The colours of the Walkerville fraternity were red, white and blue¹⁶⁹ and the club membership usually hovered in the vicinity of fifty¹⁷⁰ to sixty enthusiasts,¹⁷¹ although it could approach one hundred.¹⁷² Two clubs existed, one for the junior,¹⁷³ another for the senior members of the community. Club activities consisted primarily of bicycle

¹⁶⁴Ibid., ca. June 12, 1896, Article 77.

¹⁶⁵Ibid., July 28, 1893, p. 6; April 13, 1894, p. 6.

¹⁶⁶Ibid., September 29, 1899, p. 8.

¹⁶⁷Ibid., June 2, 1899, p. 6.

¹⁶⁸Ibid., May 10, 1895, p. 2, Article 59.

¹⁶⁹Ibid., July 28, 1893, p. 6, Article 118.

¹⁷⁰Ibid., May 17, 1895, p. 7, Article 69.

¹⁷¹Ibid., May 23, 1896, Article 68.

¹⁷²Ibid., ca. July 30, 1896, Article 95.

¹⁷³Amherstburg Echo, August 23, 1895, p. 6, Article 110.

races. The seniors competed over a ten and three-quarter mile course,¹⁷⁴ four miles longer than the junior distance of six and three-quarter miles.¹⁷⁵ Cricket,¹⁷⁶ baseball¹⁷⁷ and football¹⁷⁸ provided alternative amusements for Walkervillians at the turn of the century, as did the gun club¹⁷⁹ and the Walkerville Horticultural Society.¹⁸⁰ Bowling, fostered by the Walkers since the 1870's, remained a community pastime.¹⁸¹ In most of these organizations, E. C. Walker held honorary posts, an indication of his prominence and popularity in town affairs.¹⁸²

For this reason, it must have been a saddened populace which learned of Edward Chandler Walker's death on March 11, 1915, while visiting his sister-in-law in Washington, D.C.

¹⁷⁴Ibid., ca. August 1, 1896, Article 98.

¹⁷⁵Ibid., August 23, 1895, p. 6, Article 110.

¹⁷⁶Ibid., August 16, 1895, p. 6, Article 106; August 5, 1898, p. 4, Article 105.

¹⁷⁷Ibid., July 14, 1893, p. 5, Article 108; July 26, 1895, Article 97; ca. April 8, 1896, Article 45.

¹⁷⁸Ibid., July 14, 1893, p. 5, Article 108; October 4, 1895, p. 6, Article 130; April 1, 1898, p. 4, Article 36.

¹⁷⁹Ibid., January 20, 1899, p. 1, Article 8; September 7, 1900, p. 4, Article 106; December 25, 1891, p. 5, Article 196.

¹⁸⁰Ibid., January 10, 1896, p. 2.

¹⁸¹Ibid., May 19, 1893, p. 6, Article 79; ca. March 25, 1896, Article 39; February 11, 1898, p. 5, Article 13.

¹⁸²Supra, see footnotes 176-181. These provide sufficient evidence of this statement.

The eldest surviving son of the late Hiram Walker had experienced poor health for some time, even to the point of wheelchair invalidism. Yet his passing was entirely unanticipated. Mr. Walker was a sometimes aristocrat, although this trait did not remove him from the people of the town. He enjoyed horses and riding and kept a number of them in his splendidly attired stable. He was a world traveller and considerable time was spent with his wife collecting art treasures in various parts of the globe to hang in his Walkerville mansion.¹⁸³ Naturally, Walker's frequent absences from the town lessened his local influence, although in the years immediately after incorporation he represented his father ably in the municipality.¹⁸⁴

In his twilight years, possibly as a result of his declining health, Walker grew less energetic and became somewhat of a recluse.¹⁸⁵ Yet Mr. Walker had known the acclaim of the townspeople and at least once found the town decked in flags and bunting on his return from some distant land.¹⁸⁶ The death of E. C. Walker witnessed the passing of a considerable portion of the family's influence from Walkerville.

¹⁸³The Windsor Evening Record, March 11, 1915, pp. 1,3. Microfilm copy.

¹⁸⁴Walkerville Council Minutes, February 13, 1894, p. 123; February 26, 1895, p. 211; April 9, 1895, p. 224; April 28, 1896, p. 344.

¹⁸⁵The Windsor Evening Record, March 11, pp. 1,3; Interview with Mrs. C. S. King, personally conducted by N. F. Morrison, November 19, 1955.

¹⁸⁶Amherstburg Echo, April 23, 1897, p. 5.

CHAPTER VI

MUNICIPAL DEVELOPMENT IN WALKERVILLE

1890-1922

Sixty-four years after Hiram Walker started his distillery enterprise in the Township of Sandwich East, Walkerville attained her territorial maturity. On the order of the Ontario Railway and Municipal Board, dated June 5, 1920, parts of farm lots 92, 93, 94, 95, 96, 97 and 98 in the second concession of the Township of Sandwich East lying north of the Canadian Pacific Railway were to be annexed to the Town of Walkerville as of June 15, 1920.¹ Such an extension would have provided Walkerville with an additional 540 and 1/10 acres of land, which Walker and Sons, Ltd.,² and others, such as Major Howard E. Blood, general manager of the Canadian Food Products Limited, a subsidiary of General Motors Corporation, claimed was essential for the development of homesites for area industrial workers.³ It was true that Walkerville was experiencing a rapid increase in population which had

¹The Ontario Gazette, LIII, No. 45 (November 6, 1920), 2208-9.

²Ibid., p. 2208.

³Carnegie Library, Windsor. "The Ontario Railway and Municipal Board . . .", The Border Cities Star, May 28, 1920, p. 19. Microfilm copy.

doubled from 3,302 in 1911 to 7,059 in 1921. This characteristic was shared by the other Border municipalities. Sandwich and Windsor population figures had doubled too, while the absence of previous census reports for the City of East Windsor allow of no comparison.⁴ The City of Windsor appealed the decision of the Railway and Municipal Board claiming that the annexation of parts of lots 92 and 93 by Walkerville would interrupt Windsor's own development.⁵ This grievance resulted in an Order-In-Council dated August 20, 1920, which denied Walkerville the right to annex lots 92 and 93, but verified an extension of the Walkerville boundaries with the inclusion of lots 94, 95, 96, 97 and 98 in the second concession of the Township of Sandwich East.⁶ It was not until April 26, 1922, that the agreement between the Township of Sandwich East and Walkerville pertaining to the ultimate disposition of the assets and liabilities of Sandwich East was ratified by the Walkerville Council. Thus legally and officially Walkerville attained her ultimate territorial extent on April 26, 1922.⁷

⁴Population, 1871-1941 (Ottawa: The King's Printer, 1944), p. 100.

⁵The Border Cities Star, May 28, 1920, p. 19.

⁶The Ontario Gazette, LIII, No. 45 (November 6, 1920), 2209.

⁷Windsor City Hall Vault, Second Floor, Clerk's Office. Town of Walkerville By-Law, No. 914, April 26, 1922.

The territorial development of Walkerville seems to commence in 1884 when the southerly limit of the town was Tuscarora Street. The latter street marked the southerly extent of Walker Road, Fourth and Third Streets. Second Street terminated at Brant Street and this constituted the street development in Walkerville in 1884.⁸

Six years later in 1890, the southernmost limits of the town still failed to extend south of Tuscarora Street, save the Walker Road which extended well beyond the then southerly limits of the town. However Walkerville was expanding westward from its south-easterly nucleus at the distillery and three additional streets were laid out in the interim between 1884 and 1890.⁹ There was some development of First Street to Wyandotte Street; Susan Avenue (sometimes known as Victoria) was the scene of scattered dwellings southerly to Assumption Street, and extended to Brant Street.¹⁰ Lincoln Road came into being in the spring of 1890, at which time a Windsor syndicate purchased a portion of farm lot ninety-four and began a new subdivision.¹¹ This street had little settlement on it in 1890 however. Already the location of several

⁸Hiram Walker Historical Museum, Windsor. C. E. Goad, Map of Walkerville, Ontario, February 1884, Sheet Two.

⁹Hiram Walker Historical Museum, Windsor. C. E. Goad, Map of Walkerville, Ontario, December 1890, Sheets Three and Four.

¹⁰Ibid.

¹¹Amherstburg Echo, April 4, 1890, p. 6.

CHAS. E. GOULD C.E.
102 St. Edmunds Xavier Street
MONTREAL
FEBRUARY 1884

WALKERVILLE DISTILLERY

— SECOND SHEET —

SPECIAL SURVEY N^o 55

DETROIT - RIVER

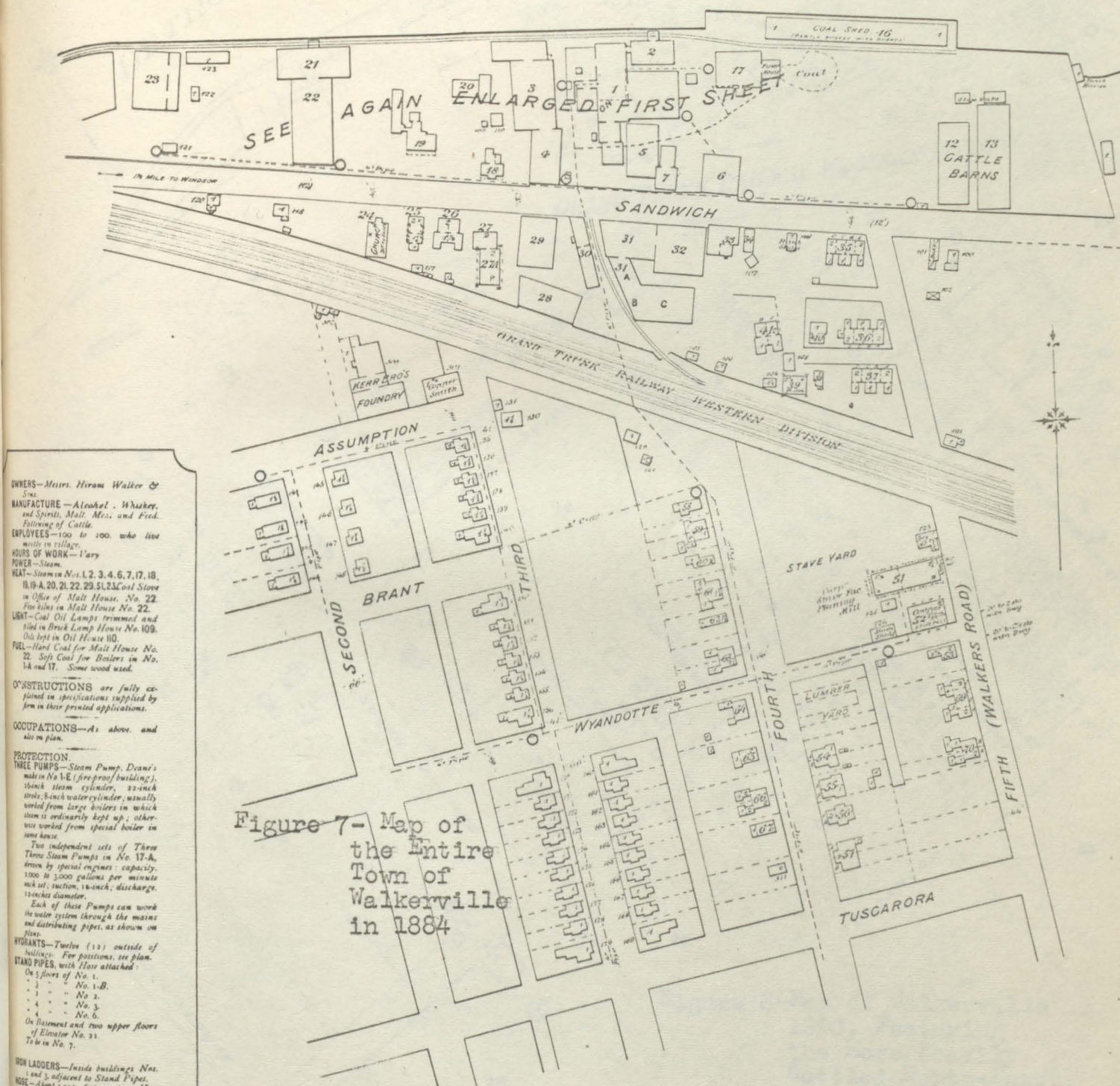


Figure 7- Map of
the Entire
Town of
Walkerville
in 1884

— SCALE OF THIS SHEET —

— 100 FT = 1 INCH —

OWNERS—Messrs. Hiram Walker &

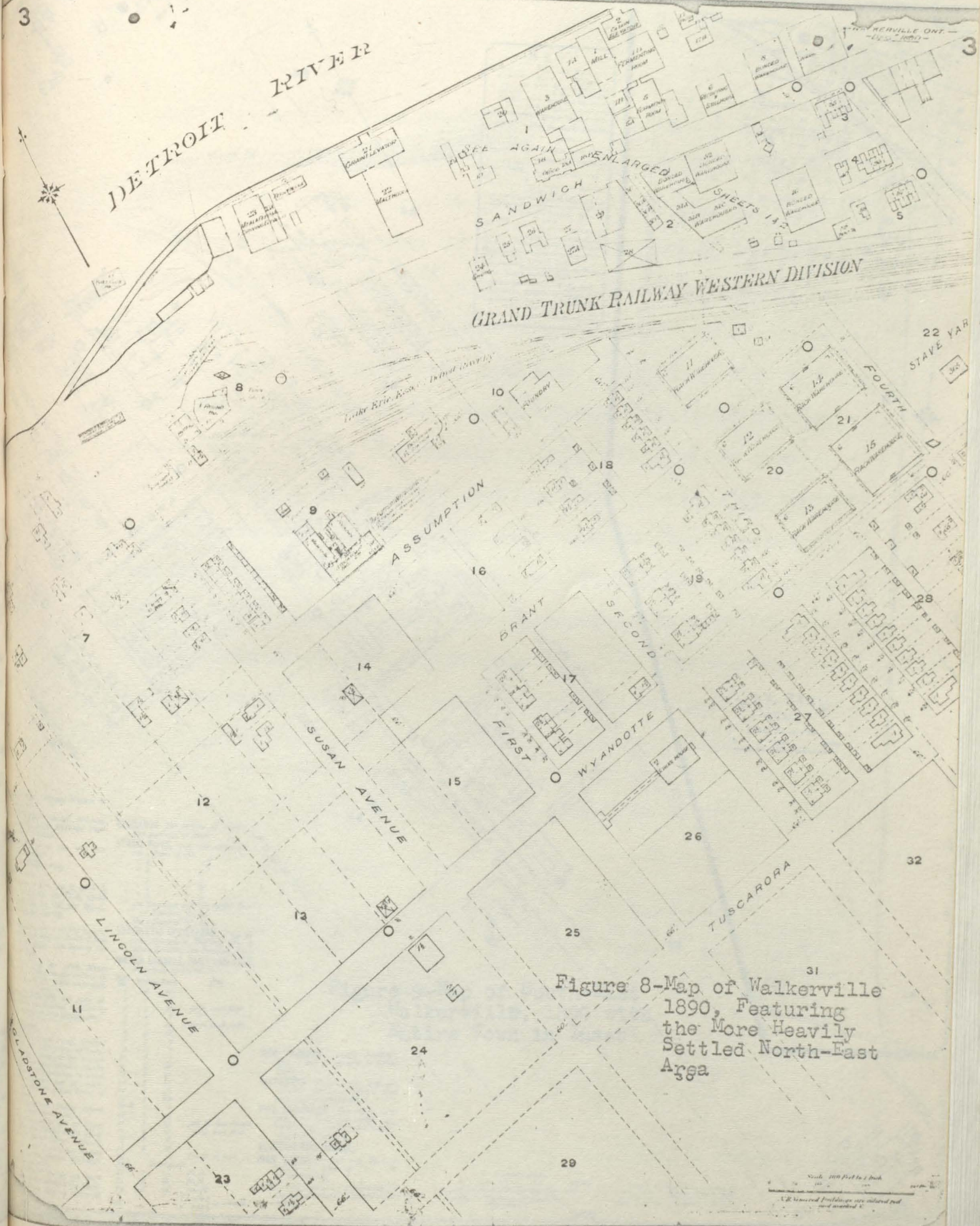
Small
MANUFACTURE—Alcohol, Whiskey,
and Spirits, Malt, Mead, and Food.

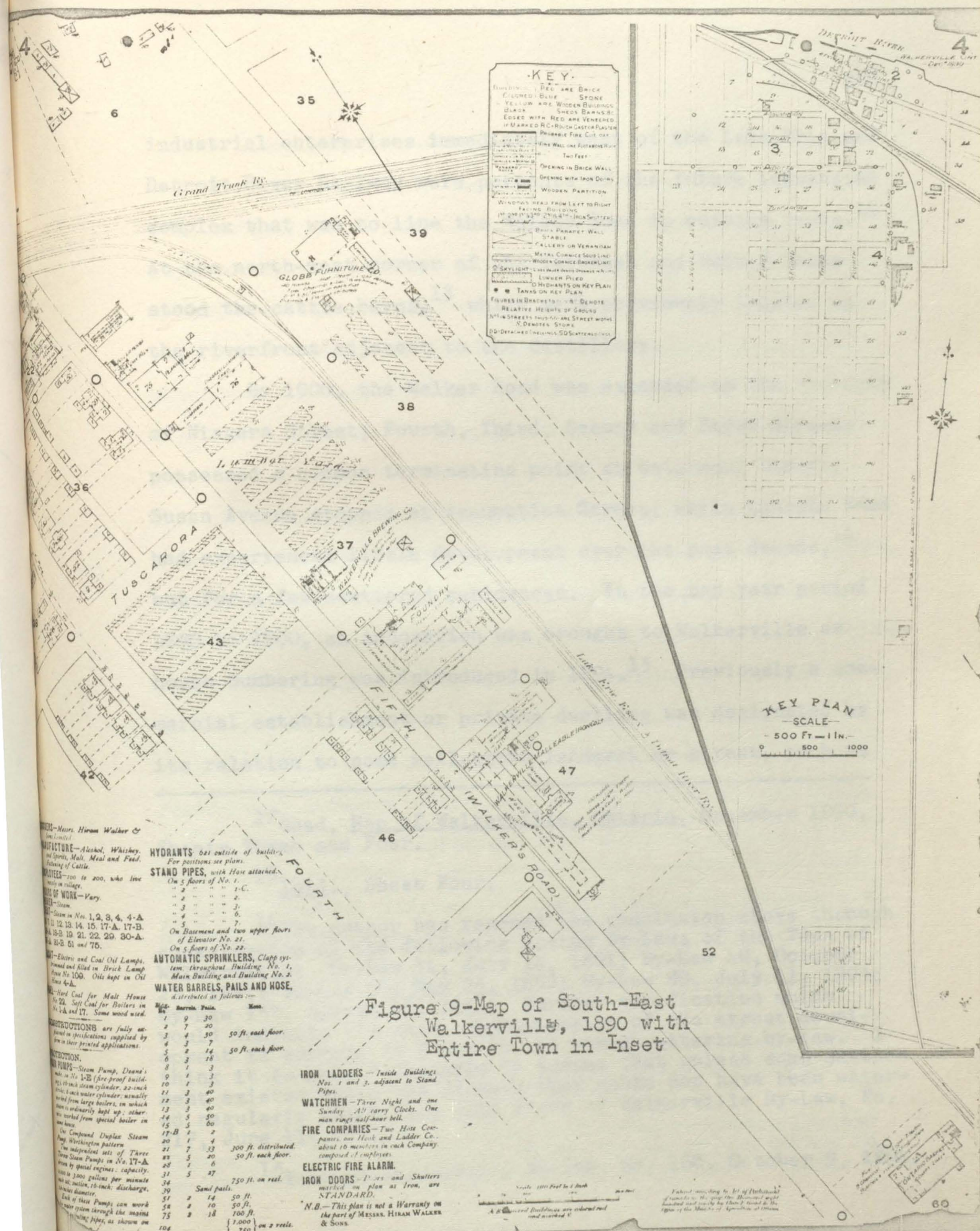
EMPLOYEES—100 to 200, who live
mostly in village.

HOURS OF WORK—Vary

POWER—Steam

HEAT—Steam in Nos. 1, 2, 3, 4, 6, 7, 17, 18,
19, 20, 21, 22, 23, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 210





industrial enterprises immediately west of the Lake Erie and Detroit River Railway were portents of the future industrial complex that was to line the Walker Road in ensuing years.¹² At the north-west corner of the Tecumseh and Walker Roads stood the cattle barns,¹³ which were previously located on the riverfront adjacent to the distillery.

By 1900, the Walker Road was extended to the vicinity of Niagara Street; Fourth, Third, Second and First Streets possessed a common termination point at Cataragui Street; Susan Avenue stopped at Assumption Street; while Lincoln Road had experienced little development over the past decade,¹⁴ but for a few scattered residences. In the ten year period 1890 to 1900, an innovation was brought to Walkerville as house numbering was introduced in 1894.¹⁵ Previously a commercial establishment or private dwelling was designated by its relation to some well-known landmark or street, such as

¹²Goad, Map of Walkerville, Ontario, December 1890, Sheets Three and Four.

¹³Ibid., Sheet Four.

¹⁴The author has reached the conclusion above through consultation of the following Paving By-Laws of the Town of Walkerville: By-Law 34, July 14, 1891; By-Law 40, October 27, 1891; By-Law 62, May 25, 1892; By-Law 80, July 11, 1893; By-Law 152, August 10, 1897. Further verification which would indicate the above approximation of the street development is correct is found in the street watering by-law. I think it is only reasonable to assume that unless some settlement existed along the streets they would not have been watered regularly which they were (Town of Walkerville By-Law, No. 217, June 11, 1901).

¹⁵Town of Walkerville By-Law, No. 100, October 9, 1894.

"north side Sandwich, east end Walkerville".¹⁶ However to contemporary urbanites, the numbering system would seem somewhat unique. Each house was assigned a "key number", and for any successive additions to that structure, a fraction would be added to the original number. Thus a house with an original street number of 9, might undergo subsequent additions which would necessitate a later house number such as 9 1/4, 9 1/2 or 9 3/4 depending on the frequency of additions over the years.¹⁷

In the fall of 1902, a new street was subdivided south from Assumption Street. The new thoroughfare, Garfield, was located in farm lot ninety-four, and began to fill the void between Susan Avenue (Victoria) and Lincoln Roads.¹⁸ Two years later, this street, with the other north-south arteries in Walkerville underwent a change of name. This action was more in accord with the attractive appearance of Walkerville residential streets, which were beautifully lined with trees and merited names commensurate with their appearance.¹⁹

¹⁶Example derived from Union Publishing Company's Windsor Directory, Including Sandwich and Walkerville, 1891 (Ingersoll: Union Publishing Company, 1891), p. 116.

¹⁷Town of Walkerville By-Law, No. 100, October 9, 1894.

¹⁸Windsor City Hall Vault, MS Minutes of the Walkerville Town Council, October 14, 1902, p. 375. Cited hereafter as Walkerville Council Minutes.

¹⁹This seems to be the most probable reason for the change in name. In 1903 the Mayor, as one of the points in his inaugural address made reference to the names of those

Consequently, on November 8, 1904, the following changes were made in the Walkerville street-names: Lincoln Avenue became Lincoln Road; Garfield Avenue became Windermere Road; Victoria Avenue became Victoria Road; First Street became Kildare Road; Second Street became Devonshire Road; Third Street became Argyle Road; Fourth Street became Monmouth Road; and Fifth Street became Walker Road.²⁰

The period 1900 to 1910 was one of considerable expansion. The eastern portion of the town led the remainder and by 1910, the Walker Road has been extended south to the Essex Terminal Railway, with Monmouth Road terminating at Ottawa Street which merely traversed that distance between Walker and Monmouth Roads. Argyle, Kildare, Windermere and Lincoln Roads terminated at Niagara Street, while Victoria

streets running north and south as "inappropriate" (Walkerville Council Minutes, January 13, 1903, p. 385). In the author's conversation with N. F. Morrison, local historian, the latter expressed the belief that it was through the wishes of Mrs. E. C. Walker that the street names were changed - since they failed to comply with the fine appearance of the Walkerville streets. This belief takes on additional significance since it was the Walkerville Land and Building Company, of which E. C. Walker was president, that petitioned for the passage of the by-law which would change the street names. (Town of Walkerville By-Law, No. 287, November 8, 1904). That the streets were well-kept and tree-lined is certain and mention is made of the trees often in the council minutes. Furthermore numerous photos are available of Walkerville's handsome tree-lined streets (In the Private Collection of N. F. Morrison. H. W. Gardner (comp.), Walkerville Ontario, Canada, 1913, Including Windsor, Ford, Sandwich and Ojibway (Windsor: The Evening Record, 1913)).

²⁰Town of Walkerville By-Law, No. 287, November 8, 1904.

Road extended to Huron Street and Devonshire Road stopped at Ontario Street.²¹

This decade witnessed the inauguration of new types of sidewalk and street construction. At incorporation, most of the Walkerville streets appear to have been covered with gravel.²² Shortly after Walkerville achieved town status however, cedar block pavements were introduced.²³ Cedar logs were sawn into blocks of approximately nine inches in length, after which the surface soil was removed from the streets and the blocks were placed on a foundation of sand, cobblestone, or later, concrete. The openings between the blocks were then filled with sand, and the result was an excellent surface of a few year's duration, after which the inevitable wear and decay produced an impossibly uneven surface which could be remedied only through repaving.²⁴ In summer, the

²¹This approximation is based on the following Town of Walkerville By-Laws: By-Law 301, December 27, 1904; By-Law 346, June 11, 1907; By-Law 349, August 13, 1907; By-Law 380, June 8, 1909; By-Law 221, July 9, 1901; By-Law 233, May 13, 1902; By-Law 257, August 11, 1903; By-Law 275, May 10, 1904; By-Law 394, June 14, 1910; By-Law 395, June 14, 1910.

²²Town of Walkerville By-Law, No. 8, June 11, 1890. This by-law authorized the Board of Works Committee to purchase sufficient quantities of "coarse gravel and other material" to keep the streets in repair. The fact that coarse gravel is mentioned so prominently seems to imply that the roads were gravel.

²³The presence of these cedar block pavements is evidenced throughout the by-laws until about 1909.

²⁴Victor Ross, A History of the Canadian Bank of Commerce, II (Toronto: Oxford University Press, 1922), 93.

cedar block roads became dusty and required regular sprinklings by the town watering cart, a service which was paid for by a frontage tax in the early years.²⁵ About 1909 concrete paving was initially introduced to Walkerville, and although isolated instances of cedar block paving occurred after 1910, new paving was almost always of the concrete variety.²⁶ The earliest sidewalks in the municipality were wooden.²⁷ As early as 1894, artificial stone or granolithic sidewalks were considered to be superior replacements and by 1898 the Walkerville Board of Works endorsed a program providing for an annual expenditure of \$1000 in an effort to extend the town's granolithic pavements.²⁸ Such was the evolution of street paving and sidewalk construction in Walkerville.

Generally, the period 1910 to 1915 was somewhat static in terms of further street extension, very probably due to a process of consolidation of settlement within the existent boundaries. By 1910, however, the commercial supremacy hitherto enjoyed by Sandwich Street appears to have fled as

²⁵Town of Walkerville By-Law, No. 191, November 14, 1899.

²⁶In Walkerville, the first specified concrete pavement was authorized June 8, 1909 (Town of Walkerville By-Law, No. 380, June 8, 1909).

²⁷Walkerville Council Minutes, May 22, 1894, p. 150; March 26, 1895, p. 217; April 24, 1895, p. 226.

²⁸Walkerville Council Minutes, January 10, 1899, p. 126.

Wyandotte Street became the foremost shopping centre in the town.²⁹ A survey of Walkerville in 1915, indicates that Lincoln Road had been extended 1300 feet south of Ottawa Street, the latter now being paved from Walker Road to the western town limits. Windermere Road had reached a point in the vicinity of the future Seminole Street; Kildare and Argyle Roads stopped at the Essex Terminal Railway tracks, while Walker Road was paved to the Tecumseh Road. The remainder of the north-south streets terminated at Ottawa Street. South of the latter artery, Iroquois Street was paved; it was the only east-west street south of Ottawa Street.³⁰ Although as

²⁹This conclusion has been attained through a comparison of the businesses located on Sandwich Street and Wyandotte Streets using the following directories: Union Publishing Company's Windsor Directory, Including Sandwich and Walkerville (Ingersoll: Union Publishing Company, 1891); Windsor Directory Including Sandwich and Walkerville, 1899 (Ingersoll: Union Publishing Company, 1899); Windsor Directory Including Walkerville and Sandwich, 1904 (Ingersoll: Union Publishing Company, 1904); Windsor Directory Including Walkerville and Sandwich, 1910 (Ingersoll: Union Publishing Company, 1910).

³⁰The development of the town was obtained through the following Town of Walkerville By-Laws: By-Law 416, November 14, 1911; By-Law 437, June 11, 1912; By-Law 442, November 12, 1912; By-Law 446, November 12, 1912; By-Law 471, July 8, 1913; By-Law 476, July 8, 1913; By-Law 477, July 8, 1913; By-Law 478, July 8, 1913; By-Law 480, July 8, 1913; By-Law 537, August 7, 1914; By-Law 538, August 7, 1914; By-Law 542, August 7, 1914; By-Law 545, August 7, 1914; By-Law 546, August 7, 1914; By-Law 597, September 14, 1915. In order to verify my conclusion, I cite the following located in the (Essex County Registry Office. Plan of the Town of Walkerville, County of Essex, Ontario by Owen McKay, Ontario Land Surveyor, Walkerville, May 23, 1916. Cited hereafter as Plan of the Town of Walkerville). This plan is precisely the same as my conclusion with the exception, I believe, that Lincoln Road is produced to the Tecumseh Road in the Plan. However this was not sanctioned until September, 1916 (Town of Walkerville By-Law, No. 639, September 12, 1916).

previously indicated, some of the streets extended south of Ottawa Street, settlement in the latter area must have been only scattered and sparse.³¹

Five years later, in 1920, Lincoln, Walker and Kildare Roads all terminated at the Tecumseh Road. Portions of Seminole and Seneca from the west town limits east to Kildare Road had been paved and immediately south of Ottawa Street, Iroquois, Dacohtah and Oneida Courts were now paved. Windermere extended some distance south of Ottawa Street and Argyle's southern terminus remained the Essex Terminal Railway tracks. Monmouth and Chilver Roads still ended at Ottawa Street.³² The decade between 1910 and 1920 was characterized by an enormous program of alley paving. Habitually the surfacing of the alleys failed to keep pace with that of the streets, but fell considerably behind the latter.³³ In 1920,

³¹The extent of settlement may be partially resolved by determining the extent of street lighting, which terminated at Ottawa Street with the exception of Windermere, Lincoln and Walker Roads (Town of Walkerville By-Law, No. 568, January 20, 1915). I agree with Morrison who states that in 1918 buildings south of Ottawa Street were few in number (N. F. Morrison, Garden Gateway to Canada [Toronto: Ryerson Press, 1954], p. 265).

³²Town of Walkerville By-Law 639, September 12, 1916; By-Law 763, August 12, 1919; By-Law 795, March 31, 1920; By-Law 801, June 8, 1920; By-Law 802, June 8, 1920; By-Law 813, September 14, 1920.

³³The following Town of Walkerville By-Laws represent the abundance of alley paving in the period 1910-1920: By-Law 436, June 11, 1912; By-Law 472, July 8, 1913; By-Law 481, July 8, 1913; By-Law 515, March 10, 1914; By-Law 539, August 7, 1914; By-Law 540, August 7, 1914; By-Law 543, August 7, 1914; By-Law 544, August 7, 1914; By-Law 566, October 3, 1914;

a feature of the Walkerville scene for nearly sixty years disappeared, with the removal of the Walker cattle barns at the north-west corner of Tecumseh and Walker Roads.³⁴

In 1921 and 1922, Windermere Road was extended to the Tecumseh Road and street development commenced south of the latter road with the paving of portions of Turner, Byng, Lens and Somme Roads. Tecumseh Road, too, was paved from Walker Road to the western town limits. The year 1922 also witnessed the subdivision of the seventeen acre plot bounded by Huron Street (Richmond Street), Niagara Street, Devonshire and Monmouth Roads into two east-west streets, the northernmost Navaho and the southern Cayuga.³⁵ These two streets were later joined to form present-day Willistead Crescent.

The aforementioned plot was the site of the Walkerville Country Club for some years, where the two dominant sports were golf and lawn tennis.³⁶ Although the latter was

By-Law 594, July 13, 1915; By-Law 595, August 10, 1915; By-Law 602, March 14, 1915; By-Law 631, June 13, 1916; By-Law 636, June 18, 1916; By-Law 642, October 11, 1916; By-Law 661, May 8, 1917; By-Law 678, September 11, 1917; By-Law 679, September 11, 1917; By-Law 680, September 11, 1917; By-Law 721, October 2, 1918; By-Law 752, June 10, 1919; By-Law 753, June 10, 1919; By-Law 754, June 10, 1919; By-Law 755, June 10, 1919; By-Law 768, November 25, 1919; By-Law 795, March 31, 1920; By-Law 803, June 8, 1920.

³⁴Walkerville Council Minutes, September 13, 1921.

³⁵Town of Walkerville By-Laws: By-Law 835, March 22, 1921; By-Law 836, March 22, 1921; By-Law 837, March 22, 1921; By-Law 838, March 22, 1921; By-Law 898, March 8, 1922; By-Law 899, March 8, 1922; By-Law 900, March 8, 1922.

³⁶The location of the club is fixed by a photo in Gardner, p. 8. In the background are the spires of St. Anne's

a private park, two additional parks in the town served the public. Riverside Park lay on the riverfront immediately west of Devonshire Road and the ferry dock.³⁷ It was leased to the town by the Walkerville Land and Building Company³⁸ and the Grand Trunk Railway.³⁹ The park was completely equipped with benches,⁴⁰ lights,⁴¹ sidewalks, shade trees⁴² and on summer nights, Walkervillians had an opportunity to gather there and enjoy open-air concerts, courtesy of the town band.⁴³ Bathing facilities were located in the westerly portion of the park.⁴⁴ Another public park was located just south of Devonshire Road, on the site presently occupied by St. George's Anglican Church.⁴⁵ This property was a gift to the municipality from the Walkerville Land and Building

Church and St. Edward's School, which indicates that the grounds must have fronted on present-day Richmond Street on the site now occupied by Walkerville Collegiate Institute. For the activities of the club, consult Gardner, p. 5.

³⁷ Walkerville Council Minutes, May 14, 1901, p. 296; June 11, 1901, p. 301.

³⁸ Ibid., June 11, 1901, p. 298.

³⁹ Ibid., October 13, 1908, p. 305.

⁴⁰ Ibid., June 8, 1909, p. 357.

⁴¹ Ibid., July 12, 1910, p. 433.

⁴² Gardner, p. 7.

⁴³ Walkerville Council Minutes, July 12, 1910, p. 431.

⁴⁴ Ibid., July 20, 1908, p. 295; May 30, 1910, p. 423.

⁴⁵ Plan of the Town of Walkerville, 1916.

Company.⁴⁶

The two parks constituted additional patrol work for the town constabulary,⁴⁷ which by 1912 consisted of four men, two patrolmen, a sergeant and a chief.⁴⁸ Their wages remained low by contemporary terms. The patrolmen were paid \$75 monthly, \$5 less than the sergeant, while the Chief of Police since 1887, A. B. Griffiths, was the recipient of \$100 monthly.⁴⁹ By 1917, the chief's salary was increased to \$125 monthly, while the salaries of the five constables and one sergeant varied from \$95 to \$90 apparently depending on years of service. Two weeks annual vacation were granted to the police force, which seemed to merit such a period of relaxed inactivity since they received only a single day off every two weeks.⁵⁰ By 1917, the force was motorized, at least to the point of a single motorcycle.⁵¹ In 1921, the police abandoned the "lock-up" constructed in 1897, and moved into the more centrally located garage at Willistead Park⁵² which had been donated to the town by the wife of the late Edward Chandler Walker

⁴⁶Walkerville Council Minutes, July 4, 1922.

⁴⁷Ibid., July 12, 1910, p. 433.

⁴⁸Ibid., May 14, 1912, p. 48.

⁴⁹Ibid., June 11, 1912, p. 54.

⁵⁰Ibid., June 12, 1917, p. 51.

⁵¹Ibid., October 9, 1917, p. 72.

⁵²Ibid., September 27, 1921.

in 1921.⁵³ In the same year, 1921, James P. Smith became the new Chief of the Walkerville Police Force.⁵⁴

The Walkerville Fire Department started in 1877 by Hiram Walker remained a Walker enterprise throughout the period of this study. Though still a private company, this organization provided fire protection to the townspeople without charge until March 1, 1916, at which time the town agreed to contribute \$10,000 per annum toward the maintenance of the brigade.⁵⁵ In the latter part of 1922, Walker Sons, Limited, still owned and managed the department but indicated that they were desirous of selling it to the municipality. However no transaction took place and in October 1922, the town fathers decided to retain the services of the Walker Sons Fire Department for the sum of \$35,000 per annum commencing in 1923.⁵⁶

The street railway which consisted of the "Belt Line" in 1897, had progressed with the town in the following years.⁵⁷ In 1907 an additional line had been constructed from Devonshire Road, east to the Walker Road and south along that road

⁵³Town of Walkerville By-Law, No. 869, June 7, 1921.

⁵⁴Carnegie Library, Windsor. "James P. Smith Took Walkerville Post", as filed in Windsor History Centennial, III c, 11: Historical Scrapbooks.

⁵⁵Walkerville Council Minutes, January 10, 1916, p. 333; January 20, 1916, p. 338; July 7, 1916, p. 382.

⁵⁶Ibid., October 13, 1922; October 26, 1922.

⁵⁷Supra, Ch. III, p. 68.

to the Tecumseh Road.⁵⁸ Ten years later the railway company laid a track from Walker Road west to the corner of Ottawa Street and Lincoln Road.⁵⁹ Consequently, by 1920, Walkerville patrons were served by four routes: a line extending along Sandwich Street from the easterly to the westerly limits of the town; a line on Ottawa Street between Lincoln and Walker Roads; a line stretching from the Essex Terminal Railway tracks on Walker Road northerly to Wyandotte Street and west on Wyandotte to the municipal boundary between Windsor and Walkerville; a line northerly from Wyandotte Street, along Devonshire Road, then west on Assumption Street, and north on Victoria Road to intersect with the Sandwich Street operation.⁶⁰

The town's transportation system was complemented in 1921 by the introduction of a bus service inaugurated by the Windsor Bus Company.⁶¹ The bus route started at Lincoln Road and Wyandotte Street, south on Lincoln Road to Huron Street (Richmond Street), east on Huron Street to Argyle Road, south on Argyle Road to Iroquois Street, west on Iroquois Street to Kildare Road, south on Kildare Road to Seminole Street, west on Seminole Street to Lincoln Road, south on

⁵⁸Town of Walkerville By-Law, No. 337, March 12, 1907.

⁵⁹Ibid., No. 674, October 3, 1917.

⁶⁰Ibid., No. 766, December 23, 1919.

⁶¹Walkerville Council Minutes, March 15, 1922; April 13, 1922.

Lincoln Road to Tecumseh Road and back over the same route to the point of origin. A second line commenced at the corner of Lincoln Road and Wyandotte Street. It proceeded south on Lincoln Road to Cataraqi Street, east on Cataraqi Street to Walker Road, thence south on Walker Road to Edna Street, east on Edna Street to the easterly town limits. Adult fares were ten cents, while children paid a nickel to ride the system.⁶²

By 1920, Willis Ephraim, Edward Chandler, Franklin Hiram and James Harrington, the four men who as boys had accompanied their father to Canada, had followed him to the grave.⁶³ In 1921, Mary Griffin Walker, the widow of the late E. C. Walker and his other heirs deeded the 15 1/2 acre property with the attractive Tudor-style mansion, Willistead, to the Town of Walkerville for public purposes.⁶⁴ No doubt, Mrs. Walker found the luxurious home too expensive to maintain, and then too, since the Walkers had no children, a large mansion must have only accentuated her loneliness for her own family. A number of stipulations accompanied the transfer of Walkerville's finest residence to the municipality.

⁶² Ibid., August 9, 1921.

⁶³ Willis E. Walker died May 3, 1886 (Burton Historical Collection, Detroit Public Library. Detroit Club, Articles of ByLaws and House Rules, Officers and Members History n.p. 1930, p. 89). E. C. Walker died March 11, 1915 (Ibid., p. 88). F. H. Walker died June 17, 1916 (Ibid., p. 88). J. H. Walker died December 16, 1919 (Ibid., p. 89).

⁶⁴ Town of Walkerville By-Law, No. 869, June 7, 1921.

The legacy was to be known as Willistead Park. The shrubs, the trees, and the expensive fence which surrounds the grounds today, were all to be maintained in proper condition. Within five years of the conveyance, the town was to undertake, at its own expense, such interior alterations thought necessary to fit the buildings for public service. A portion of the picturesque mansion was to be used as a public library to be known as the Willistead Library. The exterior of the fine Tudor-style structure was to be altered only with the approval of the Ontario Association of Architects to ensure preservation of the fine architectural design of the building.⁶⁵

In Willistead, the Walkers left their greatest material contribution to their town. In August, 1921, the town council moved into the second storey chamber in Willistead⁶⁶ from the public building it had occupied on Sandwich Street on the site of the first St. Mary's Church.⁶⁷ The police department took possession of its new quarters the same year.⁶⁸ The library which still occupies the stately mansion today, was transferred to Willistead on April 8, 1922.⁶⁹

⁶⁵Town of Walkerville By-Law, No. 869, June 7, 1921.

⁶⁶Walkerville Council Minutes, August 9, 1921.

⁶⁷Amherstburg Echo, May 20, 1904, p. 6; August 5, 1904, p. 2.

⁶⁸Supra, Ch. VI, p. 161.

⁶⁹Anne Hume, "Library Service in Walkerville, December 1896-December 1936", p. 6. Condensed from the Original Copy for the Use of the City Planning Commission, June 1945, p. 6.

In 1858, farm lots ninety-four, ninety-five and ninety-six in the first concession, the Township of Sandwich East were merely tracts of waterfront real estate in no way unique from other properties in the immediate environs. Sixty-four years later, the same riverfront area was the site of a prosperous industrial community with a population of just over seven thousand souls. The town contained fifty-seven thriving establishments which provided work for 3,822 employees. Annually, these factories produced goods valued at approximately \$32 million. During 1921-22, 1,235 vessels visited the town and in industrial production the community transcended the older downriver City of Windsor with a population five times as great.⁷⁰ The name of this flourishing municipality was Walkerville, its founder was Hiram Walker, and in the latter individual lay the secret of Walkerville's success.

Psychology has unravelled many of the mysteries of humanity. For instance, it has revealed how the formative period of man's personality or character begins in babyhood. So it is with towns. With proper, loving care in infancy and adolescence, they ultimately become thriving municipalities at maturity. Walkerville was most fortunate that Hiram Walker presided at its birth and guided it to adulthood.

Undoubtedly when Walker came to Canada West, he did so as a typical entrepreneur searching for pecuniary gain.

⁷⁰Canadian Port and Harbour Directory for 1923
(Ottawa: The King's Printer, 1923), pp. 288-90.

In his initial years, Walker soon displayed his opportunism and prosperity attended his enterprise with remarkable rapidity.

Always the profit-seeker, by the middle 1870's, the distiller seems to have extended his interests to include the welfare of the settlement developing about his establishment. Very soon, his actions indicated that he was not only an opportunist, but a visionary possessed of a progressive outlook. Within two decades after his advent, the tiny village of Walkerville contained a church, school, fire brigade, water facilities including hydrants, and lighting equipment. For a settlement of its size, Walkerville's utilities were superior numerically and qualitatively.⁷¹

As he sought an efficient, well-equipped town, Walker demanded a proficient populace too. The fire department, and later the tiny police force were developed so near as was possible to perfection. The town inhabitants were carefully governed, and even a man of the cloth who proved recalcitrant, was dismissed from his post.⁷² Since he was the sole employer and landlord of consequence in Walkerville, the distiller was able to exercise the greatest discretion in the selection of potential inhabitants, who faced possible expulsion should they fail to emulate the founder's lofty standards. The result was a model town from conception, with a population

⁷¹Supra, Ch. II, pp. 26-32.

⁷²Supra, Ch. II, p. 27.

loyal to Walker. Next the distiller attempted to instill a spirit of civic pride in his populace. This was achieved through resplendent uniforms and praise in the case of the firemen.⁷³ Similarly, the constabulary was attired in the best clothes available and every effort was made by Walker to instill pride in the police force.⁷⁴ The inhabitants of the hamlet became aware of their excellent circumstances and responded to Walker's overtures. The result was the evolution of a mutual respect between the townspeople and their patriarch. The Walkers never attempted to divorce themselves from their populace and made their private facilities available for bowling tournaments and lawn socials and even dances. In short, Walkerville became a model example of employer-employee harmony.⁷⁵

Simultaneously with the development of a progressive settlement, Walker built a self-sufficient hamlet, possessed of most of the niceties of life. In some of the services, such as the water system, Walkerville might have joined with neighbouring Windsor, but it didn't. Instead it preferred to travel an independent road.⁷⁶ In 1880 inauguration of a Walkerville ferry service was an additional indication of

⁷³Supra, Ch. II, pp. 34-35.

⁷⁴Supra, Ch. IV, p. 96.

⁷⁵Supra, Ch. II, pp. 33,37.

⁷⁶Supra, Ch. II, p. 45.

the town's quest for total independence.⁷⁷ Initially, when the electric railway entered Walkerville, the founder resented the intrusion, until he discovered that the new mode of transportation fitted into his over-all pattern.⁷⁸ At that point the electric road was made welcome.

Irrespective of the founding of the settlement, the most important contribution Walker made to Walkerville's prosperity was through the development of the Lake Erie and Detroit River Railway. Not only did it enhance Walkerville as a self-sustaining entity, it proved to be the town's point de depart, and Walkerville, given the impetus provided by the railway, never looked back. It became an important terminus for the shipment of county produce to Detroit, and excursionists travelling over the Walker Road provided additional business for the local ferry and merchants, resulting in general prosperity. More important however, was the ensuing influx of industry influenced primarily by the nationwide shipping facilities offered by the railway through its connections with other lines. Hiram Walker furnished additional impetus to the transfer of industries to Walkerville through inducements of cheap sites and free water in addition to shipping conveniences.⁷⁹ The founder regarded an industrial base

⁷⁷Supra, Ch. III, p. 46.

⁷⁸Supra, Ch. III, p. 66.

⁷⁹Supra, Ch. III, p. 77.

as the strongest asset of any town, and in this manner he aspired to build Walkerville into an industrial complex that would outstrip downriver Windsor.

While Walker was interested in industrial expansion, he did not neglect the aesthetic character of the village and so industrial development was generally limited to the Walker Road area. In an attempt to further enhance civic adornment, the distillery established annual competitions for the best flower gardens, the growth of vines on buildings and general household appearance.⁸⁰

As industries moved into the village, a need for greater housing facilities became evident to contain the influx of employees. By the late 1880's it appeared that Walkerville was possessed of a definite future and with his customary foresight Walker envisioned a need for better roads and other facilities including additional territory that the village could never hope to acquire within the rural municipality of Sandwich East. Moreover, Walker's village was experiencing so rapid a transition into a thriving place that Windsorites who had thought of it formerly as a mere suburb of their own town began to cast envious glances. In the late 1880's, Windsor was experiencing a period of manifest destiny as it prepared to accept city status. Portions of Sandwich

⁸⁰ T. D. Niven, "Walkerville; A Beehive of Industry", Windsor Evening Record, December 15, 1911, p. 15. Microfilm copy.

West had already been added to Windsor's territorial limits⁸¹ and in some minds, Walkerville too, would prove a lucrative addition. Faced with the dilemma of possible annexation originating in Windsor and with a need for increased and improved facilities as a result of the industrial evolution, Hiram Walker petitioned for the incorporation of Walkerville as a town. Such action if successful would produce a two-fold result; it would probably mean that Walkerville's status quo as a self-sufficient, planned, model town would be preserved, and it would permit further industrial development and the construction of employee housing with improved services for Walkervillians. In the encouragement of additional industries to the village and in seeking incorporation, Hiram Walker's dominant position in the town was definitely challenged, albeit ever so slightly. These two actions would probably lead to a gradual decentralization of power, with some going to other industrialists and to a council elected by the town inhabitants. In incorporation and the solicitation of industries, Walker was to discover if the spirit of loyalty, co-operation, progressiveness, independence and self-sufficiency which he had striven to inculcate in the minds of Walkervillians had been securely implanted. He must have been relieved when he realized that his efforts had not been in vain.

⁸¹ Supra, Ch. IV, p. 90.

⁸² Town of Walkerville By-Law, No. 24, March 27, 1896.

In its first decade as a town, Walkerville was governed in an efficient, progressive manner by civic-minded, industrially orientated mayors. The early mayors were long-time residents of the town. They had witnessed its growth and espoused those principles instrumental in the town's development.⁸² In the same progressive spirit of the founder, temporary tax exemptions were provided to new industries and to inhabitants who wished to build homes in Walkerville.⁸³ Civic-mindedness governed council decisions, since only the

⁸²The following individuals occupied the Mayor's chair during the first decade of council government: from 1890 to 1892, the Mayor was H. A. Walker, a nephew of the town founder, a resident of Walkerville since 1864 and superintendent of the machinery department at the distillery, with extensive property and business interests in the town (Commemorative Biographical Record of the County of Essex, Ontario [Toronto: J. H. Beers and Co., 1905], pp. 60-61). Thomas Smith was Mayor for 1893 and part of 1894. He was proprietor of a bakery and confectionary on Susan Avenue (Union Publishing Company's Windsor Directory, Including Sandwich and Walkerville, 1891 [Ingersoll: Union Publishing Company, n.d.], p. 100). C. M. Walker, Mayor for 1894 and 1895 was a nephew of Hiram Walker, a resident of Walkerville since 1863, and he held important positions in the distillery until 1897, when he was made superintendent of the enterprise (Commemorative Biographical Record of the County of Essex, Ontario, p. 135). John Bott, Mayor for 1896, was a leading businessman in the community (Supra, Ch. III, p. 78). Thomas Reid, the head distiller in the Walker firm, and resident of Walkerville since 1862, was Mayor for the years 1897 and 1898 (Commemorative Biographical Record of the County of Essex, Ontario, p. 392). In 1899 and 1900 the Mayor was Robert Kerr, manager and director of the Kerr Engine Company, one of the initial firms to locate in the town being started in 1873 (Private Collection of Neil F. Morrison. Walkerville, Canada [n.p. Canadian Souvenir Publishing Company, June 1898], see photo, "Plant of the Kerr Engine Co., Limited"). The above listing of mayors was obtained from (Frederick Neal, The Township of Sandwich [Sandwich: Frederick Neal, 1909], pp. 201-3).

⁸³Town of Walkerville By-Law, No. 94, March 27, 1894.

mayor was paid, and the councillors received no remuneration.⁸⁴ Cedar block pavements and granolithic sidewalks were introduced early, as a guarantee that modernity was still to prevail in Walkerville.⁸⁵

Even after incorporation, Walker's advice was sought periodically by the town fathers through E. C. Walker who resided in the municipality. The elder Walker's generosity was manifest in post-incorporation years in various town celebrations and the gift of the Victoria Jubilee Fountain to the townspeople.⁸⁶

Hiram Walker died in 1899. As town patriarch, he always envisioned Walkerville as a progressive, self-sustaining, model town, a separate, exclusive entity whose well-being would rest on a strong industrial basis. He endeavoured to foster a strong civic spirit, efficiency, and a unique relationship between himself and the townspeople, that of working together toward a common end - a flourishing Walkerville. His achievement resided in the inculcation of those important principles in the people of Walkerville, who responded well, and in this manner the success of Walker's affluent Town of Walkerville was assured.

As Hiram Walker was the innovator of the aforementioned principles, the primary contributions of his sons were made

⁸⁴Ibid., No. 20, December 23, 1890.

⁸⁵Supra, Ch. VI, pp. 155-56.

⁸⁶Supra, Ch. IV, p. 108.

as imitators of their father's ideals. They introduced no innovations to Walkerville but they were steeped in the methods of the late Hiram Walker and they continued his policies. Among Hiram Walker's three sons, Edward, Franklin and James, the first was probably the most influential in the continued development of the town founded by his father. Whereas the other two brothers maintained residences in Detroit, Edward Chandler resided at Willistead in Walkerville.

In 1890, the Walkerville Land and Building Company was incorporated and the entirety of the Walker real estate holdings in Walkerville was assigned to the management of this firm. Edward C. Walker served as president for many years until his death in 1915, while his brothers were directors in the company.⁸⁷ After 1890, this corporation gradually disposed of the Walker real estate assets to private persons. In the process of this task, the firm influenced the planning of the town tremendously. Many streets were opened, trees were planted, sidewalks and streets laid through the petitions of the Walkerville Land and Building Company.⁸⁸ The contests for best flower-bed, vine-covered homes and general household appearance inaugurated by the late Hiram Walker were retained in an endeavour to maintain past aesthetic

⁸⁷Room 157, Parliament Buildings, Toronto. File of the Walkerville Land and Building Company, Limited.

⁸⁸The Town of Walkerville By-Laws and the Town of Walkerville Council Minutes both verify this statement on numerous occasions.

standards and so Walkerville never lost the flavor of a model town.

Although Edward C. Walker spent a goodly portion of his time outside Canada in the pursuit of artistic treasures, he and his two brothers actively participated in many of Walkerville's social functions. In this way the relationship between the sons and the townspeople prospered and mutual respect was prevalent.⁸⁹ Hiram Walker's spirit of generosity proved to be hereditary and in 1904 his sons erected the new St. Mary's Church as a memorial tribute to their late parents.⁹⁰ The environs of this ecclesiastical structure superbly reflected the Walker fetish for town planning. The private fire department founded in 1877 continued to provide free protection to town inhabitants until 1916, when an annual rent was charged from the municipality.⁹¹ The brigade, however, remained a private enterprise throughout the duration of this study.

Even though the Walker sons carried on their father's work, they seemed to lack that zeal which was so characteristic of him. Yet such enthusiasm was no longer imperative, for Walkerville was erected on such a strong foundation that it seemed impervious to failure. As more and more Walker real estate was transferred to private ownership, the family

⁸⁹Supra, Ch. V, p. 144.

⁹⁰Supra, Ch. V, pp. 118-19.

⁹¹Supra, Ch. VI, p. 162.

influence was understandably diminished. However the legacy of progressiveness, civic pride and self-sufficiency remained with the townspeople, who as heirs guarded their inheritance carefully.

In the course of the few preceding paragraphs, the author has endeavoured to show that the Walker sons continued their father's work based on his principles, albeit less enthusiastically, until their own deaths. In such a manner, they made no contribution to an increase of the family influence in Walkerville and at J. Harrington Walker's death in 1919, the family was not nearly so powerful locally as it had been thirty-five years previously. This is not to imply that the Walker influence had disappeared by 1919, indeed some might question whether it has disappeared completely today. Neither would it be proper to ascribe the decline entirely to the three Walker sons. It had begun even before Hiram Walker's death.

Paradoxically enough, the construction of the Lake Erie and Detroit River Railway, which played so prominent a role in Walkerville's development, proved to be the very point at which the influence of the Walker family began its gradual descent. The Walker road ignited a chain reaction of events, all of which contributed to a reduction of the Walker dominance.

The immediate result of the railway was the influx of industry. The factories required employees and so the

population of Walkerville increased substantially. The village's rapid growth aroused the envy of neighbouring Windsor which was contemplating the adoption of city status, and which recently had annexed territory in Sandwich West Township.⁹² Partially motivated by the possibility of annexation by Windsor, partially due to the acceleration in the village's development, Hiram Walker sought its incorporation as a town. Such action temporarily assured Walkerville of its status as a separate municipality, but it resulted in the decentralization of power with local matters in the hands of an elected council. As the largest tax-payer in the town, Walker still retained a strong voice in municipal matters.⁹³ Even this control was of a transient nature though, since the Walkerville Land and Building Company continued to dispose of Hiram Walker's real estate to private individuals. In this way, the founder's influence as land-holder and tax-payer was diminishing steadily. The death of the elder Walker in 1899 contributed greatly to the decline of the family's influence in the community. As founder of Walkerville, Hiram Walker had accumulated much respect and in turn had provided the enthusiasm and wisdom which were fundamental in the town's successful growth.

⁹²Supra, Ch. IV, p. 90.

⁹³In 1896, the Walkers paid eight-tenths of the taxes of the town (Walkerville Council Minutes, September 22, 1896, p. 397).

His sons failed to exhibit those qualities possessed by their father. Edward Chandler was the only one to reside in Walkerville. He displayed most of the characteristics attributable to an aristocrat, possibly because the difficult times familiar to Hiram Walker were unknown to himself and his two brothers. At one time the eldest son displayed an interest in horses, and kept a stable of his own for riding purposes. Entertainments on a lavish scale were held at Willistead. Edward Walker was absent from Walkerville for lengthy periods, as he and Mrs. Walker travelled extensively throughout the world, in the pursuit of paintings and objets d'art. As he became older, the master of Willistead became somewhat of a recluse, victimized as he was by a chronic illness which periodically confined him to a wheel-chair. In short, some factor always prevented Edward Chandler Walker from emulating his late father's enthusiasm and feeling for Walkerville. Either recreations and pastimes or illness prohibited him from such a role.⁹⁴

Even if Edward Walker had inherited his father's energy, the development of Walkerville since the founder's death almost prohibited a return of the Walker "dictatorship" benevolent though it might have been. The population of the community by 1915 was well over 3000⁹⁵, additional industries

⁹⁴Supra, Ch. V, p. 145.

⁹⁵Population, 1871-1941, p. 100.

had located in Walkerville, and all the while the Walker land-holdings diminished through sales to private persons.

After the death of E. C. Walker on March 11, 1915, neither one of the two surviving sons chose to live in the town founded by their father. Absentee landlords seldom enhance family influence and such was the case with the Walker family.

In a sense, the success attained by the Walkers in the development of Walkerville, was the factor in their decline. Their influence waned in inverse proportion to the municipality's growth, and the town ultimately became too progressive for even the most enterprising of the Walkers.

Three centuries ago, England's most renowned dramatist puzzled the importance of a name.⁹⁶ In the name Walkerville, the initial two syllables possessed infinite connotations.

⁹⁶Romeo and Juliet, II, ii, 43.

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----- Interview with J. A. Finnie, October 5, 1947 and November 15, 1947. Personally conducted by N. F. Morrison. Mr. Finnie was a resident of Windsor since 1864. He lived on Riverside Drive at Langlois Avenue and for many years was a fireman on the Great Western Railway. Thus he was quite familiar with the waterfront area. Although in his late eighties when interviewed, some of the notes are written in his own hand.

----- Interview with Mrs. C. S. King, November 19, 1955. Personally conducted by N. F. Morrison. Mrs. King now resides at 982 Devonshire Road, Windsor. Her husband was the son of the late Dr. King of Kingsville, a close business associate of Hiram Walker, the founder of Walkerville.

Her testimony may be corroborated through the newspapers of the period (See "E. C. Walker is Taken by Death in Washington", The Windsor Record, March 11, 1915, p. 1 and "E. C. Walker, Big Distiller, Dies in Washington", Detroit Journal, March 11, 1915 as in Burton Historical Scrapbook, LXXI, p. 104).

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Today Mr. Daniels resides at 2020 Willistead Crescent, Windsor. For years he was closely associated with the Walkers in their various enterprises, especially the Walkerville Land and Building Company. In 1922 he was a director and the secretary-treasurer in this company which was responsible for planning the eastern portions of the Town of Walkerville. His relationship with the Walkers would certainly enable him to write most authoritatively on Willistead, the residence of E. C. Walker.

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This work is very eulogistic toward Hiram Walker. However, if this characteristic is ignored the work seems to possess a high degree of reliability. Unfortunately there is no documentation throughout the work nor does it contain a bibliography. In many instances the detail seems to indicate that the author had access to primary source materials. The treatment given the Walkerville ferry service provides such an example. As the title

indicates the work is concerned strictly with the "Walker Institutions" and the development of the town is ignored. It is in typescript and is a copy of the original, the whereabouts of which is apparently unknown.

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VITA AUCTORIS

Family: Ronald Gerald Hoskins, only son of Roy Hoskins and his wife Julia Jacqueline Staples; born October 12, 1938, at Windsor, Ontario. Unmarried.

Education:

1944-1958 Received elementary and secondary education at King George Public School and Walkerville Collegiate Institute, Windsor. Secondary School Graduation Diploma, 1958.

1958-1961 Registered as undergraduate in the General Course in the Faculty of Arts and Sciences at Assumption University of Windsor, Windsor, Ontario. Bachelor of Arts Degree, in History and English, conferred June 3, 1961.

1961-1964 Registered as post-graduate student at Assumption University of Windsor, September 1961. Admitted to Faculty of Graduate Studies as a candidate for the Degree of Master of Arts, in History, September 1962. Thesis submitted April 1964; graduated May 23, 1964, from the University of Windsor.

Other Activities:

1962 Participant in the United Nations Model Assembly.

1963 Delegate to the Fifth Seminar on Canadian-American Relations at the University of Windsor, November 1963.

Awards:

1963 Ontario Fellowship in History, April 1963.